

# GRAIN DEALERS' JOURNAL

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# Directory of the Grain Trade

\*Member Grain Dealers National Association.

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## ATCHISON, KANS.

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Washer Grain Co., S. R., recvrs. and shippers of grain.

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Gregg & Son, J., wholesale brokers, grain, hay.\*

## BALTIMORE, MD.

Baltimore Commission Co., grain, commission.  
Blackburn & Co., O. P., grain recvrs., exporters.\*  
Clark & Sons, Thos. S., grain receivers.\*  
England & Co., Chas., grain, hay.\*  
Fahay & Co., John T., grain receivers and expts.\*  
Friesch & Co., J. M., grain and hay recvrs.\*  
Hammond, Snyder & Co., Inc., receivers, export'rs\*  
Hax & Co., G. A., grain, hay, seeds.\*  
Hexter & Son, Gustav, grain, seeds, hay.  
Huyett, D. Yulee, Strictly Commission.  
Johnston Co., Thos., grain receivers.\*  
Jones & Co., H. O., grain and hay.\*  
Kierwan Bros. Grain Co., grain and hay.\*  
Lederer Bros., grain receivers.\*  
Manger & Co., J. A., grain, seeds, hay.\*  
Muller Co., Louis, receivers and exporters.\*  
Pitt Bros. & Co., receivers and exporters.\*  
Robinson & Jackson, grain receivers.\*

## BATTLE CREEK, MICH.

McLane, Swift & Co., grain buyers.\*

## BINGHAMTON, N. Y.

Empire Grain & Elev. Co., grain, feed shippers.

## BOSTON, MASS.

Alpine McLean Co., The, hay and grain.  
Bass Co., H. L., hay and grain commission.\*  
Creasey, Fred L., hay, grain, millfeed, commission.  
Eddy, Inc., O. F. & G. W., grain and hay.  
Fathall, E. E., grain and millfeed.  
Hammers, J. F. & Co., grain and millfeed brokers.  
Heathfield & Son, T. D., hay and grain brokers.  
Ranlet Co., The D. W., grain and millfeed.  
Ronald, Thos., domestic and export broker.  
Roper & Co., J. B., wheat, corn, oats.  
White & Co., W. A., grain receivers.

## BOURBON, IND.

Delp, Nettinger & Co., grain and mill feeds.

## BOZEMAN, MONT.

Benep-Berglund Grain Co., Mont. oats and barley.

## BUFFALO, N. Y.

Alder Grain Co., grain commission.\*  
Buffalo Cereal Co., grain.\*  
Burns-Yantis Grain Co., grain commission.\*  
Churchill Grain & Seed Co., buyers, shippers.\*  
Electric Grain Elevator Co., grain buyers.\*  
Gallagher, Wm. B., salvage grain.  
Globe Elevator Co., grain commission.  
Heathfield, W. G., strictly commission.  
Irwin, Dudley M., hay.\*  
Pratt & Co., grain commission.\*  
Townsend-Ward Co., grain commission.\*  
Waters, Henry D., grain commission.  
Wahlers & Co., H. W., grain, millfeed.

## CAIRO, ILL.

Antrim & Co., H. S., grain and hay.\*  
Halliday Elevator Co., corn, oats.\*  
Pink & Co., grain and hay, grain commission.\*  
Redman, Magee & Co., grain.\*  
Thistlewood & Co., grain and hay.

## CEDAR RAPIDS, IOWA.

White Cereal Co., T. G., wheat wanted.

## CHICAGO, ILL.

Anderson & Co., W. P., grain commission.\*  
Armour Grain Co., grain buyers.\*  
Bailey & Co., E. W., grain commiss'n merchants.\*  
Barrell & Co., Finley, grain, stocks, provisions.\*  
Bennett & Co., M. B., receivers, shippers.\*  
Bentley, C. S., grain commission.  
Bogart, Malby & Co., commission merchants.\*  
Burns-Yantis Grain Co., receivers, shippers.\*  
Orlinton & Co., grain commission.\*  
Dickinson Co., The Albert, seeds.  
Dole & Co., J. H., grain and seeds.\*  
Doyle Bros., hay and grain.  
Finney, Sam., commission.\*  
Fitch & Co., Walter W. K., Mitchell, Mgr.\*  
Fraser Co., W. A., grain commission.\*  
Freeman Bros. & Co., grain, hay, straw.  
Gerstenberg & Co., grain, seeds.\*  
Hately Bros., grain and provisions.  
Hooper Grain Co., receivers, shippers.\*  
Hunter, W. W. & O. L., grain and feed.\*  
Lambson Bros. & Co., consignments solicited.\*  
Lynch & McKee Co., grain commission.

## CHICAGO—Continued.

Merchants Grain Co., commission merchants.\*  
Merrill & Lyon, commission merchants.\*  
Merritt & Co., W. H., grain, seeds.\*  
Mumford & Co., W. R., hay & grain commission.  
Paynter, H. M., grain commission.\*  
Peavey Grain Co., receivers, shippers.\*  
Perrine & Co., W. H., grain and commission.  
Pope & Eckhardt Co., grain and seeds.\*  
Press & Co., W. G., grain, provisions, stocks, etc.  
Pringle & Wing, grain and provisions.  
Randolph, H. H., grain commission.  
Rang & Co., Henry, grain commission.  
Requa Brothers, grain commission.\*  
Rogers & Bro., E. W., grain and seeds.\*  
Rogers Grain Co., buyers and shippers.  
Rosenbaum Bros., receivers, shippers.\*  
Rumsey & Company, grain commission.\*  
Sawers, A. R., grain commission.\*  
Schiffin & Co., P. H., commission.\*  
Shaffer & Co., J. O., buyers and shippers.\*  
Somers, Jones & Co., grain and seed, seeds.\*  
Sincere & Co., Chas. N. Y., stocks, Chicago grain.  
Thayer & Co., Clarence H., commission.  
Van Ness, Gardner B., grain commission.\*  
Wagner, E. W., receiver and shipper.\*  
Ware & Leland, grain, seeds.\*  
Wells & Co., T. E., grain commission.\*  
Winans & Co., P. E., grain and seeds.\*  
Wright & Co., John F., grain commission.

## CINCINNATI, O.

Allen & Munson, grain, hay, flour.\*  
Brown & Co., W. L., receivers and shippers.  
Early & Daniel Co., grain and hay.\*  
Ellis & Fleming, grain and hay.\*  
Ferguson & Co., August, grain, hay, millfeed.\*  
Gale Bros. Co., grain, hay, feed.\*  
Interstate Grain Co., receivers and shippers.\*  
Landon & Co., Grain Commission.  
Perin Bros., wheat and corn millers.  
Union Grain & Hay Co., grain and hay.

## CLEVELAND, O.

Abel Bros., hay, grain, feed.  
Bailey, E. L., grain and millfeed.\*  
Cleveland Grain Co., The, receivers and shippers.\*  
Schmitt, H., grain, hay, straw.\*  
Sheets Bros. Elev. Co., The, grain, hay, straw.  
Star Elev. Co., receivers, grain, hay, straw.  
Strauss & Co., H. M., grain, seeds, hay.\*  
Union Elevator Co., grain, hay, straw.\*

## COLORADO SPRINGS, COLO.

Seldomridge Grain Co., grain dealers.

## COLUMBUS, O.

Seeds Grain & Hay Co., grain and hay.\*

## CRAWFORDSVILLE, IND.

Crabbe-Reynolds-Taylor Co., grain, seeds.\*

## CUMBERLAND, MD.

Marley & Co., grain and hay distributors.

## DAVENPORT, IOWA.

Rothschild Grain Co., D., grain merchants.\*

## DECATUR, ILL.

Baldwin & Co., H. L., grain dealers.\*

## DANVILLE, ILL.

McConnell, R. B., Grain Dealer.

## DENVER, COLO.

Ady & Crowe Mercantile Co., grain, hay.\*  
Best & Co., J. D., grain and hay.  
Cash Commission Co., grain and hay.  
Crescent Mill & Elev. Co., flour and grain.  
Harrington-Plumer Merc. Co., grain and hay.  
Hungarian M. & B. Co., hay and grain.  
Longmont Farmers Mill & Elev. Co., flour, grain.  
Scott, E. E., broker, grain, cottonseed meal, bags.  
Thompson Merc. Co., W. F., hay and grain.

## DETROIT, MICH.

Botstorf & Barrett, grain receivers and shippers  
Carson, Craig & Co., grain, hay, shippers.  
Cauchy & Curran, grain and field seeds.  
Dumont, Roberts & Co., receivers, shippers.\*  
Lapham & Co., J. S., recvrs. & shippers of grain.\*

## DULUTH, MINN.

Rich, J. S., dealer in grain, flour, millstuffs.  
Turle & Co., grain commission.

## FAIRBURY, ILL.

Keller, Emil, grain broker and track buyer.

## FORT WORTH, TEX.

Ft. Worth Grain & Elev. Co., receivers, shippers.  
Kelp, E. R. & D. C., grain and seed dealers.  
Smith Bros. Grain Co., buyers, shippers.  
Terminal Grain Co., receivers, shippers.

## GALVESTON, TEX.

Fordtran, J. S., grain commission merchant.  
Kuschek, Davison & Co., grain, hay exporters.  
Wierdot Grain Co., wholesale grain elev. facilities.

## GREENVILLE, O.

Grubbs Grain Co., E. A., track buyers.\*

## HARRISBURG, PA.

Harrisburg Feed & Grain Co., grain, feed, hay.\*

## HOUSTON, TEX.

South Texas Grain Co., wholesale grain dealers.

## INDIANAPOLIS, IND.

Bassett Grain Co., The, grain and commission.\*  
Bradford & Son, J. M., grain merchants.  
Cooper & Oddy, grain and hay commission.  
Filee-Grathouse Grain Co., grain commiss'n merchts.  
Finch & McComb, grain commission.  
Jordan & Montgomery, grain and commission.  
Kinney, H. E., receiver and shipper.\*  
Probst & Kassebaum, comm. & whol. grain & hay.  
Star Elevator Co., grain and hay commission.  
Stebbins-Witt Grain Co., commission & brokerage.

## JACKSON, MICH.

Stockbridge Elevator Co., grain, beans, hay.\*

## JACKSONVILLE, FLA.

Browder & Haym, brokers, grain, hay.

## JERSEY CITY, N. J.

Long Dock Mills & Elev., grain and hay.\*

## KANSAS CITY, MO.

Beach Grain Co., grain receivers.  
Benton Grain Co., screenings and chickenfeed.  
Davis & Co., A. C., grain commission.\*  
Ernst-Davis Grain Co., commission.\*  
Goffe & Carkner, recvrs. and shippers of grain.\*  
Hinds & Lint Grain Co., receivers, shippers.\*  
Missouri Grain Co., grain receivers.  
Kemper Grain Co., The, grain.\*  
Lichtig Grain Co., Henry, receivers, shippers.  
Moore-Lawless Grain Co., grain receivers.  
Moss Grain Co., barley a specialty.  
Pelson-Lathrop Grain Co., commission merchts.\*  
Roshen-Carey Grain Co., grain, flour, millfeed.  
Smith & Son, J. Sidney, receivers, shippers.\*  
Steele & Co., H. H., grain and seeds.  
Thresher Fuller Grain Co., grain commission.\*  
Tomlin Grain Co., J. R., kafir corn.  
Vanderlicke-Lynde Co., grain commission.

## KENTLAND, IND.

McCray, Morrison & Co., track buyers.\*

## LA FAYETTE, IND.

Alder Grain Co., grain commission.\*

## LEXINGTON, KY.

Frost, David C., grain, seeds and hay.

## LINCOLN, NEB.

Central Granaries Co., milling wheat.\*  
Lincoln Grain Co., receivers, shippers.  
Seldomridge C. B., grain.  
Wright-Leet Grain Co., buyers and shippers.

## LITTLE ROCK, ARK.

Brook-Ranch Mill & Elev. Co., corn and millfeed.  
Gossell, Fred L., recvrs., shippers, grain, hay.

## LOUISVILLE, KY.

Bingham-Hewett Grain Co., recrs. & shippers grain.\*  
Brandels & Son, A., receivers and shippers.\*  
Callahan & Sons, grain.\*  
Edinger & Co., grain, hay, flour.  
Farmer & Sons, Oscar, hay and grain.  
Schuff & Co., A. C., receivers grain and hay.\*  
Thomson & Co., W. A., grain receiver.  
Verhoeff & Co., H., receivers and shippers grain.\*  
Zorn & Co., S., grain.\*



# Directory of the Grain Trade

\*Member Grain Dealers National Association.

## LYNCHBURG, VA.

Peters, McHenry, grain and hay brokers.

## MEMPHIS, TENN.

Brode & Co., F. W., cottonseed meal.  
Clarke, Burke & Co., grain and hay commission.  
Davis & Andrews Co., grain dealers.\*  
Hasenwinkle Co., H. J., grain and hay.\*  
Jones & Rogers, grain dealers.\*  
McLaughlin Coal & Grain Co., grain and hay.\*  
Malhern, J. F., public storage elevator.  
Patterson & Co., G. H., receivers and shippers.\*  
Pease & Dwyer Co., receivers and shippers.\*  
Wade & Sons, John, grain and hay commission.\*  
Webb & Maury, grain and hay.\*

## MIDDLEPOINT, O.

Pollock Grain Co., track buyers, grain, hay and straw, ear corn a specialty.

## MILWAUKEE, WIS.

Bell & Co., W. M., grain and seeds.\*  
Bartlett & Son Co., L., grain commission.\*  
Courteen, S. G., field seed commission.\*  
Donahue, P. P., grain, feed, mlg. wheat a spity.  
Fagg & Taylor, grain merchants.\*  
Franke Grain Co., grain and feed.\*  
Johnstone, A. L., grain comman. Wis. rye specialty.  
Kamm & Co., F. C., barley and rye.\*  
Lauer & Co., J. V., grain commission.  
Lowry & Co., I. H., grain commission.\*  
Lyman Smith Gr. Co., shippers of choice grain.\*  
Merence & Gifford, grain commission.

## MINNEAPOLIS, MINN.

Brown & Co., E. A., commission.  
Cargill Commission Co., grain commission.  
Cargill Elevator Co., field seeds.\*  
Cooper Commission Co., receivers, shippers.  
Dakota Cereal Co., grain, barley & oat specialists.  
Davies & Co., F. M., grain commission.  
Getchell-Tantoni Co., grain commission.  
Hankinson & Co., H. L., grain commission.  
Marfield-Tearse Co., grain commission.\*  
McLaughlin & Co., W. S., grain shippers.  
Minnesota Grain Co., grain commission.\*  
McGuire-Atwood Co., grain commission.  
McIntyre-Frueh Co., grain commission.  
Nye, Jenks & Co., grain commission.  
Quinn-Shepherdson Co., grain commission.  
Randall, Gee & Mitchell Co., grain commission.  
Stair, Christensen & Eisenman, com'n merchants.\*  
Van Dusen-Harrington Co., commission.\*  
Welch Co., E. L., grain commission.

## MOBILE, ALA.

Bradley & Co., James I., wholesale grain brokers.

## MONTGOMERY, ALA.

Dahlberg Brokerage Co., Inc., brokers and dealers.

## NASHVILLE, TENN.

Hughes Warehouse & Elev. Co., grain.  
Kendrick-Ross Grain & Elev. Co., recvrs., shprs.\*  
Miller & Co., grain commission.\*  
Wilkes & Co., J. H., recvrs. & shprs. grain, hay.\*

## NEWARK, N. J.

Smith & Wallace Co., J. C., recvrs., shippers.

## NEW ORLEANS, LA.

Leonhardt & Co., A. F., grain and hay.\*

## NEW YORK CITY.

Bradshaw Co., popcorn and cereals.  
Clearman & Stenson, buyers of cash grain.\*  
Cushing & Brandt, grain and cottonseed oil.\*  
Corbell & Kipp, grain commission.\*  
Kauch, Otto, of grade grain, grain broker.\*  
Morey Co., L. A., grain brokers.\*  
Morris & Co., Chas. B., grain, feed, hay.  
Reinhardt & Co., Geo. N., grain and hay.

## NORFOLK, VA.

Powers, L. W., wholesale broker, grain, hay, feed.

## OGDEN, UTAH.

Western Grain & Brokerage Co., grain, seeds, potatoes.

## OKLAHOMA CITY, OKLA.

Hanna Grain Co., grain, hay, seeds.  
Kolp, E. R. & D. C., grain and seed dealers.

## OMAHA, NEB.

Alfalfa Feed & Grain Co., mill feeds.  
Beal-Vincent Grain Co., receivers, shippers.  
Cavers Elevator Co., receivers and shippers.\*  
Chambers, W. H., grain broker.\*  
Crowell Lumber & Grn. Co., recvrs., shippers.  
Empire Grain Co., recvrs., shippers.  
Huntley, E. E., grain commission.  
Lincoln Grain Co., receivers, shippers.  
Lyons & Son, Geo. H., grain brokers.  
Nebraska-Iowa Grain Co., receivers & shippers.\*  
Middle-West Elevator Co., receivers and shippers.\*  
Nye-Schneider-Fowler Co., receivers, shippers.  
Omaha Elevator Co., receivers and shippers.\*  
Roberts Grain Co., grain commission.  
Stidham Grain Co., receivers, shippers.  
Thompson Grain Co., grain dealers.  
Trans Mississippi Grain Co., recvrs. & shprs.\*  
Union Grain & Elevator Co., receivers, shippers.  
Updike Grain Co., grain dealers.\*  
Weekes Grain Co., commission merchants.  
Welsh-Paddock Co., grain merchants.

## OWENSBORO, KY.

Owensboro Grain Co., receivers and shippers.

## PENSACOLA, FLA.

Bonacker Bros., brokers, grain, hay and millfeed

## PEORIA, ILL.

Buckley, Purseley & Co., grain and seeds.\*  
Dewey & Sons, W. V., grain commission.  
Miles, F. B. & C. C., grain commission.\*  
Runsey, Moore & Co., grain receivers.\*  
Tyng, Hall & Co., grain commission.\*

## PHILADELPHIA, PA.

Baringer, M. F., grain and millfeed.\*  
Buckley & Co., J. M., receivers and shippers.\*  
Clevenger, S. J., buyer and commission.\*  
Deip, Ettinger & Co., grain and mill feeds.\*  
Dunwoody Co., Est., flour, grain, feed.\*  
Edenborn, Harry M., grain broker.  
Fraser, C. C., grain broker.  
Killpatrick & Co., John A., grain, hay, straw.  
Miller & Sons, L. F., grain, seeds, hay.\*  
Pultz & Co., J. B., grain and feed.\*  
Rosenkrans-Snyder Co., grain and mill feeds.\*  
Richardson Bros., grain, flour, millfeeds.\*  
Rogers & Co., E. L., grain, hay.\*  
Suttes, A. Judson, grain and millfeed.  
Walton Bros., grain and feed.\*

## PIQUA, OHIO.

Kress, Harry W., track buyer grain, hay, straw.\*

## PITTSBURG, PA.

Clark Grain & Hay Co., grain and hay.  
Elwood & Co., R. D., hay and grain.  
Foster, C. A., grain, hay, feed.\*  
Geldel & Dickson, grain and hay.  
Herb Bros. & Martin, grain, hay, feed.  
McCaTneys' Sons Co., Daniel, grain, hay.\*  
McGagne, R. S., grain, hay.\*  
Morton Grain & Hay Co., grain, hay, feed.  
Smith & Co., J. W., grain, hay, feed.  
Walton, Sam'l, grain and hay.

## PORTLAND, ME.

Merrill, Edward P., grain broker.

## RALEIGH, N. C.

Lumsden, C. H., grain broker.

## RENSSELAER, IND.

Babcock & Hopkins, grain shippers.

## RICHMOND, VA.

Beveridge & Co., S. T., grain, hay, seeds.\*  
Fairbank & Co., S. G., grain, hay, seeds.

## SAGINAW, MICH.

Carr Co., The H. W., shprs. oats, rye, hay.

## SAVANNAH, GA.

Browder & Hay, brokers, grain, hay.

## SIoux CITY, IOWA.

Ballard Co., F. C., receivers, shippers, options.  
Central Grain Co., grain merchants.  
Fields & Slaughter Co., grain, hay, feed.  
Interstate Grain Co., buyers and shippers.  
Shepherdson Co., M. T., grain dealers.\*

## ST. JOSEPH, MO.

Elwood Grain Co., grain merchants.  
Gordon, T. P., grain dealer and broker.\*

## ST. LOUIS, MO.

Botto Gr. Co., Jno. V., receivers, shippers.  
Byrne & Co., Daniel F., grain, hay, seeds.\*  
Carlisle Comm. Co., S. S., receivers and shippers.  
Connor Bros. Co., grain.\*  
Fresh Grain Co., Chas. M., coman. futures.  
Goffe & Carikener Co., grain commission.\*  
Green Com. Co., W. L., grain.\*  
Kolp E. R. & D. C., Grain and Seed Dealers.  
Kennedy Grain Co., receivers, shippers.  
Langenberg Bros. & Co., hay and grain comm.\*  
Mullally Com. Co., John, grain, hay, seeds.\*  
Nelson Commission Co., grain commission.\*  
Plicker & Beardsley Com. Co., grain and grass seed.\*  
Slack-Fuller Grain Co., grain commission.\*  
Webster Grain Co., grain commission.

## SHERMAN, TEXAS.

Pittman & Harrison Co., whol. grn. and seeds.

## SPRINGFIELD, ILL.

Brainerd, James L., grain buyer and shipper.

## TERRE HAUTE, IND.

Bartlett, Kuhn & Co., receivers and shippers.\*

## TOLEDO, O.

Coon Grain Co., The J. J., grain and seeds.\*  
DeVore & Co., H. W., grain and seeds.  
Goemann Grain Co., grain buyers.\*  
King & Co., C. A., grain, clover seed.\*  
Morehouse & Co., W. H., grain and seeds.  
National Milling Co., cash buyers wheat.\*  
Randell & Co., W. A., grain, seeds.\*  
Southworth & Co., grain commission.\*  
The Toledo Field Seed Co., clover, timothy.  
The Toledo Salvage Co., salvage grain.  
Wickenheiser & Co., John, grain, millfeed.\*  
Zahn & Co., J. F., grain, seeds.

## TOPEKA, KANS.

Gall, J. E., strictly commission business.  
Jolley & Blanchard, grain merchants.

## TORONTO, ONT.

Steele, Briggs Seeds Co., Ltd., field seeds.

## VERNON, TEX.

Texas-Oklahoma Grain Co., grain, seeds, hay.

## WICHITA, KANS.

Empire Grain Co., wholesale grain.  
Heenan & Co., David, grain commission.  
Kolp, E. R. & D. C., grain and seed dealers.  
Norris Grain Company, commission, recvrs., shprs.  
Probst Grain Commission Co., H. F., receivers.  
Thompson Grain Co., H. C., grain and mill feeds.  
Tri-State Grain Co., country run mlg. wheat.\*  
Western Grain Co., The, wholesale grain, seeds.  
Williamson Grain Co., J. R., O. D. Hollis, mgr.

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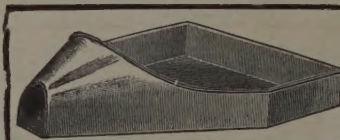
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Elevator Capacity 500,000 Bushels

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We buy delivered Toledo or f. o. b. your station. Personal attention to consignments and trades in "futures."  
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**National Milling Co.**  
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DAILY FLOUR CAPACITY 4,000 BBLs.  
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Always in the market for milling wheat; ask for our daily bids.

Grain, Seed and Provision markets are on an Aeroplane basis. Fly with us. Keep posted. Read our Specials. Our Boy Solomon will lead you into temptation. Send C. A. King & Co., Toledo, Ohio, your Chicago and Toledo future orders and Toledo cash business. Be friendly. Write occasionally.

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Buyers of  
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Clover, Alsike, Timothy, Hungarian, Redtop, Blue Grass, Seed Corn, Etc.  
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To all in the Grain, Milling and Seed business,  
Our Wish

May each Today be the best of all,  
And each Tomorrow better than Yesterday.

FRED MAYER  
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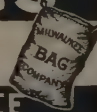
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**GRAIN & SEED IS OUR BUSINESS**

And we make a specialty of everything we handle. You will find it so by sending your business to  
**SOUTHWORTH & CO.**  
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BURLAP and cotton seamless bags, new and second-hand, in all sizes, for grain, feed, seed, produce, etc. You will find "MILWAUKEE BAGS" made right and of even cut, while our second-hand bags are assorted in uniform sizes and baled securely.



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A book designed for use by Grain Buyers who keep individual accounts with farmer patrons. Is ruled for facts regarding wagon loads received. Its column headings being: Date, Article, Gross, Tare, Net, Bushels and Pounds, Price, Debit, Credit and Remarks.

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**WE HANDLE** all kinds of grain and feed; also make a specialty of off grade and sample wheat, feed barley, kafir corn, etc.  
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— GRAIN—FEED—HAY—STRAW —  
Car Lots Only  
Our manager has been buying grain in Pennsylvania since 1885

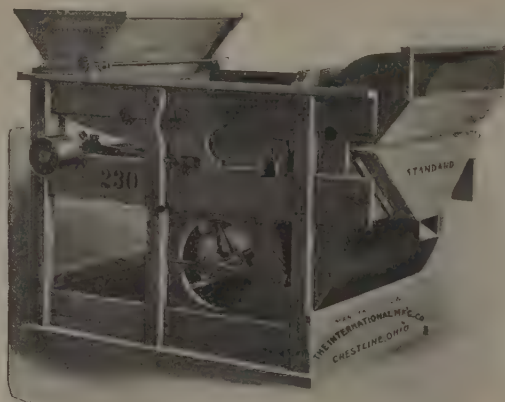
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41% protein, cotton seed meal, car lots and ton lots.



**The Standard Cleaner No. 230**

Capacity—Solidity—Even Blast Standard  
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This machine is fully equipped as per above specifications with all of our exclusive patented devices.

For cleaning grain, seeds or beans it has no superior.

We guarantee each machine and will ship on thirty days' free trial, if desired. Write us

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until your elevator is full of hot  
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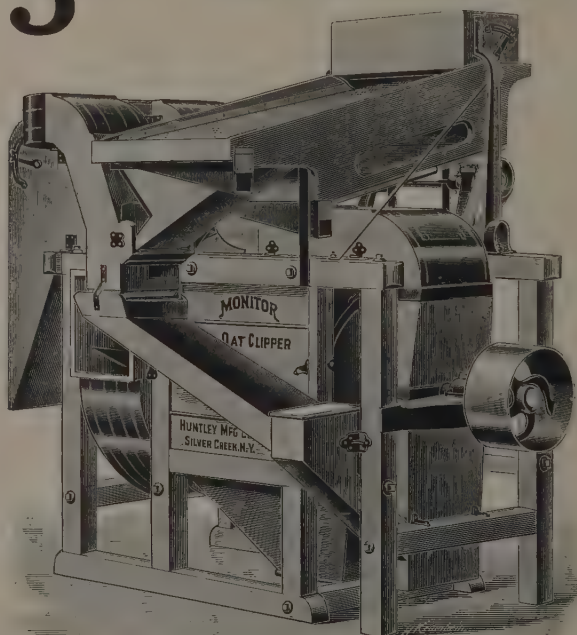
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which is designed especially to meet the needs of country elevator men. It will not be safe for you to buy wet or immature grain, unless you have a drier of known merit, one you can depend upon drying any grain as is wanted. Let us send you the essential facts and you will give one of our driers a chance to pay for itself.

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**The MONITOR**

The Monitor Combined Oat Clipper and Cleaner is the most advanced type of combination clipper and grain cleaner manufactured. It can be used as

**An Oat Clipper**

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**A Wheat Scourer and Smutter**

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This machine has two screen separations and two repeated air separations. When used as an Oat Clipper, Scourer or Smutter, these are employed in connection with clipping or scouring cylinder. When machine is used for ordinary grain cleaning, grain is carried in carry-by-spout from first to second air separations and does not pass through cylinder.

*Send for description and list of users.*

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We design and build grain elevators throughout the Northwest.  
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Especially Designed for Economy  
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Builds the best fire-proof construction  
elevator because:

It costs less.  
Can be built quicker and at all seasons of  
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It keeps the grain absolutely free from  
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There is no danger of cracked walls or  
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In case it is desired to move the elevator  
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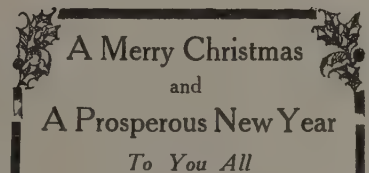
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When you want to improve your elevator you should have up-to-date plans. We have improved many elevators for many people. Write us for free particulars.

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Designers and Builders of  
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A Merry Christmas  
and  
A Prosperous New Year  
*To You All*

### REDUCE YOUR EXPENSE

bill, by having an Elevator that  
does the work. I build and re-  
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 build your  
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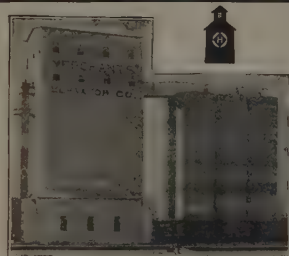
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We design and erect the structural work and mechanical equipment of Grain Handling or Storage Plants from a country receiving station to a cleaning or transfer house.

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**Grain Elevators, Flour Mills and Complete Plants for  
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We are pioneers in this line and are building tanks in the good old fashioned way. Joints caulked, and guaranteed water, weather and bug proof. Long experience has demonstrated the necessity of high grade workmanship to make steel storage a success, we do it.

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 We go anywhere in the United States.

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Let us figure with you if you are going to build a first-class elevator. We are always in a position to give you very prompt service. *Write us if Interested.*

**GRAIN ELEVATORS**

Should be built to hold all the grain put into them. Economical in operation. Equipped to do a large amount of work with a small amount of power.

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2,250,000 Bushels Capacity

Reinforced Concrete

Built Complete in 120 Days by

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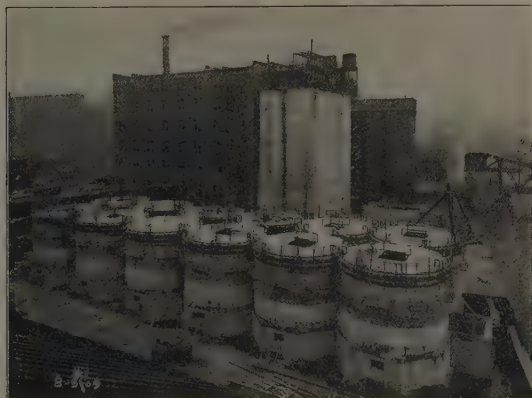
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### JAMES STEWART & CO.

CONTRACTORS

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Extensive additions to the Washburn-Crosby Co.'s plant, Buffalo, N. Y.,  
consisting of 6,000 Barrel Flour Mill, Million Bushel Concrete  
Grain Storage and 600 Foot Dock.

This is another case where preference was given concrete over tile construction.  
(Note tile storage tanks in the rear).

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We also do General Contracting and have Offices in the following cities.  
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Designers and Builders of  
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This book is designed to facilitate the work of  
the country grain man in keeping a record of  
wagon loads of grain received.

At top of the 11 columns are printed Date,  
Name, Kind of Grain, Gross, Tare, Net, Bushels,  
Pounds, Price, Amount, and Remarks.

Each book has 100 pages, 8½ x 14 inches, and  
each page 40 lines, making each book contain  
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Order Form 12AA. Price \$1.50.

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## Patented Grain Dryer, Cooler and Conditioners

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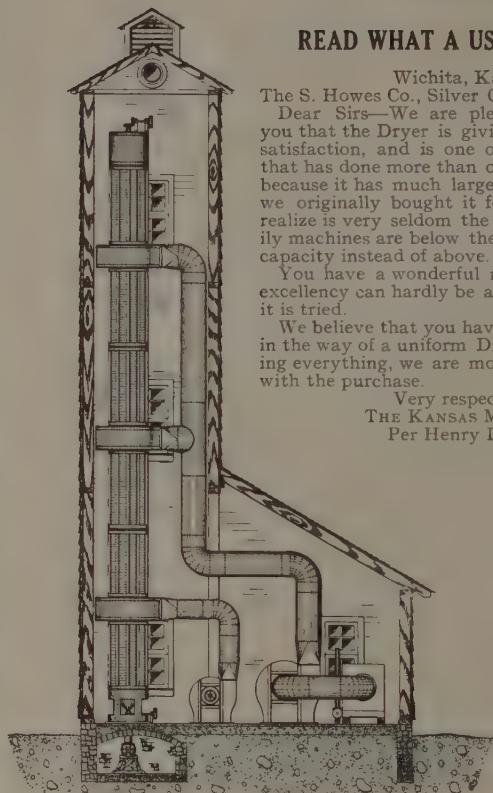
Wichita, Kans., Sept. 15.  
The S. Howes Co., Silver Creek, N. Y.

Dear Sirs—We are pleased to inform you that the Dryer is giving us excellent satisfaction, and is one of the machines that has done more than our expectation, because it has much larger capacity than we originally bought it for, and this we realize is very seldom the case. Ordinarily machines are below the rating of their capacity instead of above.

You have a wonderful machine and its excellency can hardly be appreciated until it is tried.

We believe that you have no competitor in the way of a uniform Dryer. Considering everything, we are more than pleased with the purchase.

Very respectfully,  
THE KANSAS MILLING CO.,  
Per Henry Lassen, Pres't.

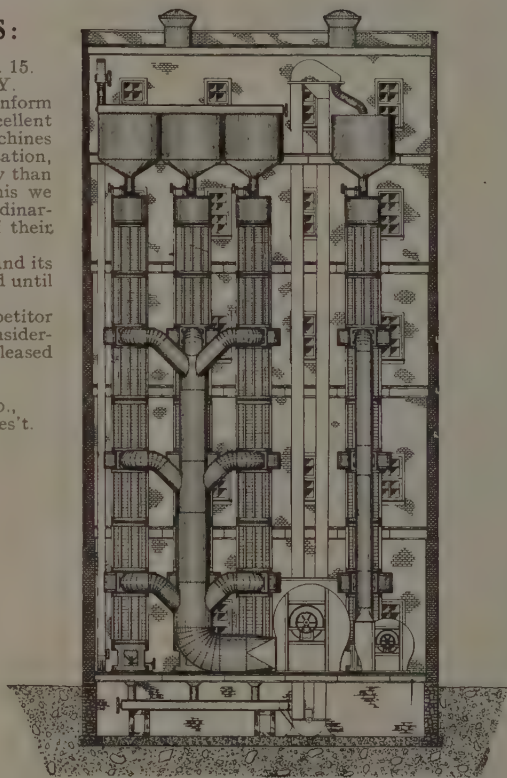


### "EUREKA" PATENTED GRAIN DRYING COOLING AND CONDITIONING SYSTEM

Capacity 1,500 to 2,000 Bushels Wet Corn per day, (of ten hours.)

Complete with Hot and Cold Air Fans, Heater, Steam Trap, and Air Piping.

Automatic and Continuous in operation as Dryer and Cooler.



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Capacity, 5,000 to 10,000 Bushels per day, (ten hours.)

Complete with Hot and Cold Air Fans, Heater, Steam Trap and Air Piping.

Automatic and Continuous in operation as Dryer and Cooler.

Three Columns used for Drying; one Column for Cooling.

The user of the above system says: The Howes Dryer is the best on the market, gives entire satisfaction, and will do all that The Howes Company claim for it.

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Originators of the Highest Grade of Grain Cleaning Machinery

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When you buy 100 bushels of wheat for \$100.00, and then waste it, you can readily see you would have saved time and trouble by throwing away the \$100.00 in the first place.

The same loss is made when you mix this wheat in a bin containing 1000 bushels of oats; or when you spill it in your cupola, mixing it with other grains, heretofore split; or clearing a choke, and mixing it in your pit with other grains from other chokes.

It's all an indirect way of wasting MONEY; discerned however, only by the thoughtful.

That's why the

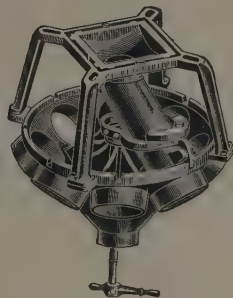
### HALL SIGNALING DISTRIBUTOR

is every day, everywhere, displacing other crude wasteful devices. Its design and its signaling feature does it.

### IT PAYS

in this indirect way many times its cost every year; sometimes in ONE DAY.

You will find your neighbors have them in any State. Ask them about it, or let us send you what they say.



## HALL SPECIAL ELEVATOR LEG

You can elevate grain with greater economy, do it quicker, easier, with less care and attention, if you have a proper equipment for the work exactly adapted to your requirements.

The right size head pulley is the best. The right speed and spacing and shape of buckets will do the best work. The correctly-shaped bucket that runs full of grain will do the most work.

So with all the other elements of equipments, this is axiomatic.

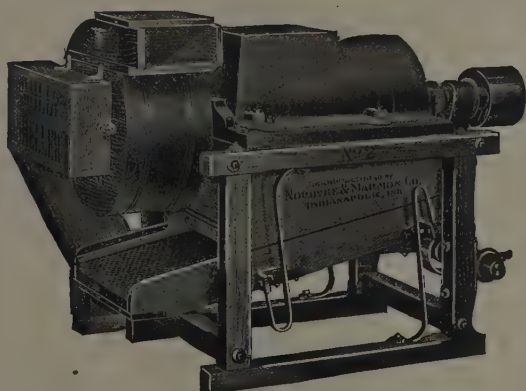
### THE HALL SPECIAL

is designed in every detail, after much scientific research, to accomplish all of these desirable ends, for maximum economic work and economy in equipment.

There is no waste in materials or power. No loss of time in operation in a HALL SPECIAL. It will pay any one in any elevator to adopt it.

He cannot make a mistake, either in cost or results.

SENT ON TRIAL. **HALL DISTRIBUTOR CO.,** 222 Ramage Bldg., Omaha, Nebr.



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A Combined Sheller and Cleaner for small mills and country elevators. Simple, durable and economical. Cylinder discharges on head end of shaker, thus obtaining full benefit of screens. The most

efficient combined machine of small capacity on the market. Built in two sizes, 40 to 100 bushels capacity. Send for Catalog 568.

Our line includes mill and elevator supplies of all kinds, power connections, grain handling appliances and many special machines for mills and elevators.

Estimates cheerfully furnished.

## NORDYKE & MARMON CO.

America's Leading Mill Builders

Established 1851.

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## HOLD ON!

Aren't you looking for real economical and dependable motive power to operate your mill or elevator? Then don't neglect to investigate the advantages of an

## "OTTO"

### Suction Gas Producer and Engine.

No matter what your past experience may have been with gasoline engines, if you'll send us your name, and conditions under which they must work, we'll mail you catalogs and testimonial letters from some of your neighbors and competitors that will convince you that the "OTTO" will solve your troubles.

**Otto Gas Engine Works**  
PHILADELPHIA, PA.

## Grain Shipping Ledger FORM 24

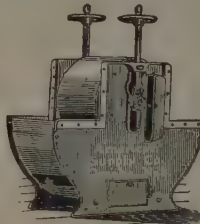
An indexed shipping ledger for keeping a perfect record of the shipments of 5,000 cars. A page is given to each firm to whom you ship and name indexed. The pages are 10x15 1/2 inches, used double.

Across top of left hand page is printed "Shipments To....." the column headings on this page are: Date Shipped; No.; Car Initial; Car No.; Kind of Grain; Grade; Bushels or Weight; Price; Am't of Draft; Remarks. The right hand page is ruled with column headings as follows: Date Returned; No. Bushels Returned; Grade; Date Sold; Price; Freight Paid; Other Charges; Total Charges; Over Charges; Net Proceeds; Balance. Above the date column on each page are the figures "190." In the column headed "No." on each page is a column of figures running consecutively from 1 to 50, thus numbering the lines on each page for quickly following record across the double pages.

The book contains 100 double pages. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is tight bound in heavy cloth covers with leather back and corners. Price, \$2.50.

**GRAIN DEALERS JOURNAL**  
255 La Salle Street, Chicago, Illinois

## Cast Iron Elevator Boots.



Clean out door upon each side. Equipped with iron pulleys and take ups having ample bearing surfaces.

**Heavy and substantial, no better made.**

Size cups	Net price	Size cups	Net price
8x5	\$13.50	11x6 or 7	\$19.50
9x5	15.00	12x6 or 7	22.50
10x5 1-2	16.50		

Other sizes at proportionate prices. Send for our NET PRICE catalog containing a full line of elevator machinery and supplies.

**AMERICAN SUPPLY CO.**  
1110 Farnam St., Omaha, Neb.

## Crib Your Corn

By using Beale's patent Corn Crib Ventilators, you can save it from spoiling.

Can you dealers expect any better chance to make money than to buy corn now and get carrying charges between cash and futures?

Ten Dollars will pay royalty for any one station. First cost of Ventilators is less than one-third cent a bushel, and will last for years.

Send \$10.00 to N. S. Beale, Tama, Iowa. It will be the best investment you ever made.

## H. W. JOHNS - MANVILLE CO.

ASBESTOS AND MAGNESIA COVERINGS, ROOFINGS, PACKINGS, FIRE-PROOF AND  
COLD STORAGE INSTALLATION, ELECTRICAL AND PLUMBERS' SUPPLIES, ETC.  
SEND FOR CATALOG - OFFICE AND WAREHOUSE IN EVERY LARGE CITY.

## WHEN CARS ARE SCARCE

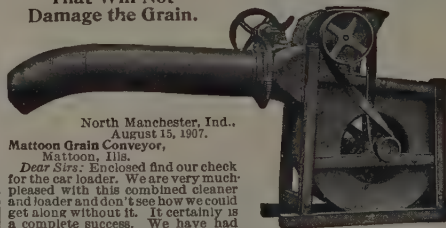


\$2.25, which he said are the first he has had to order. Although they are seldom required, we carry all repairs in stock, and when necessary can have them at either of the three express offices here within 30 minutes after we receive the order. We send these loaders on trial when desired.

**MAROA MANUFACTURING CO.,**

**MAROA, ILL.**

The ONLY Car Loader  
That Will Not  
Damage the Grain.



## COMBINED Grain Cleaner and Pneumatic CAR LOADER

The ONLY Machine  
that Will Clean and Load  
at the Same Time.

For Descriptive Circular  
and Prices - Address:

**Mattoon Grain  
Conveyor Co.**  
**MATTOON, ILL.**

North Manchester, Ind.,  
August 15, 1907.

Mattoon Grain Conveyor,  
Mattoon, Ills.

Dear Sirs: Enclosed find our check for the car loader. We are very much pleased with this combined cleaner and loader and don't see how we could get along without it. It certainly is a complete success. We have had experience enough with many different makes of loaders to know that it is difficult to get a loader that will load cars perfectly and that too without breaking or grinding the grain, but this will load a car perfectly without damaging the grain, and on the contrary materially improves it by the strong current of air passing through the grain. To understand what a complete success this loader is one must see it work. We like it well enough that we expect to put in one or two more soon.

Very truly,

KINSEY BROS.

THESE PARTIES ARE NOW INSTALLING THEIR THIRD MACHINE.



We are  
**HEADQUARTERS**  
FOR  
Grain Elevator Machinery  
Friction Clutch Pulleys  
Manilla Rope Transmission  
Power Shovels, Car Pullers  
Boot Tanks, Boilers  
Erie Steam Engines  
WRITE US  
**LINK-BELT**  
**SUPPLY CO.**  
Minneapolis,  
Minn.



**Long Fibre  
Transmission  
Rope**

Blue Thread  
Brand

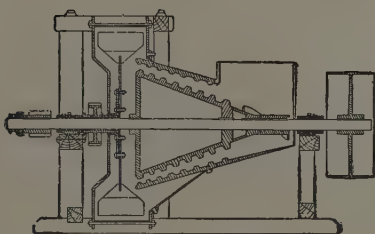
Once Tried Always Used

Elevating  
Conveying  
Transmission  
Machinery  
and Supplies

Write for Prices.

Power  
Appliance  
Mfg. Co.  
Minneapolis, Minn.

**The Improved  
U. S. Corn Sheller  
is Now Ready**



Second Patent, August 31, '09.

It is mounted on a well braced wood frame, separate fan with interchangeable cups, run at reduced speed, which delivers the corn and cobs from the sheller without force or dust annoyance. These are only part of the advantages. Write and we will tell you all about it.

**B. S. CONSTANT CO.**  
Bloomington, Ill.

**Mt. Pelee Hocking—**

is **rescreened** and the best domestic soft coal to handle.

WRITE TO

**OHIO & MICHIGAN COAL CO.**

Miners and Shippers

**Anthracite and Bituminous Coal**

Main Office: DETROIT, MICH.

**ELEVATOR MACHINERY**

**G**RAIN DRYERS—All Sizes, CRUSHERS, SHELLERS and MILLS CONVEYORS and ELEVATORS, CHAIN BELT and SPROCKET WHEELS, OAT MEAL and PEARLED BARLEY MACHINERY, HOMINY MILLS

SEND FOR DESCRIPTIVE CATALOG OF WHAT YOU WANT

**THE C. O. BARTLETT & SNOW CO.**  
CLEVELAND, OHIO, U. S. A.

**NEW MARSEILLES DUSTLESS CYLINDER CORN SHELLERS**

Made in Several Sizes, Both Stationary and Portable Styles

WE MAKE Hand and Power Corn Shellers, Horse Powers, Feed Grinders, Portable Elevators and Wagon Dumps, Pump Jacks, Grain Elevator Machinery and Supplies.

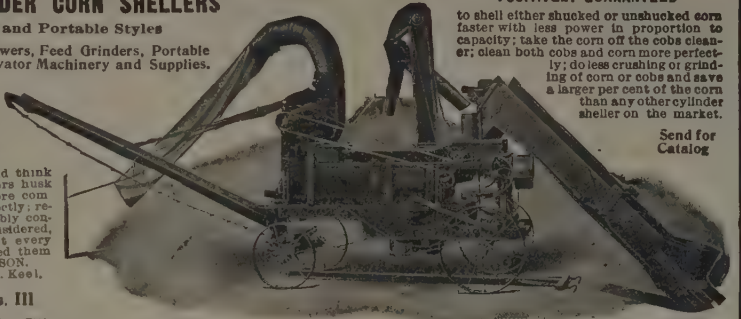
**Speaks for Itself:**

Gainesville, Texas; May 12, 1908.

Marseilles Mfg. Co., Marseilles, Ill.  
Gentlemen: We purchased the first Shuck Corn Sheller you ever made, some eighteen or twenty years ago. Since then we have bought 12 or 13 of them, representing every improvement, and expect to buy several more this season. We have bought one or more of about every other make and think we are competent judges of such machinery. Your Shellers husk and shell the corn off the cob more thoroughly; save it more completely; clean both the shelled corn and the cobs more perfectly; requires less power in proportion to capacity; are more durably constructed and cost less, loss of time and cost of repairs considered, than any sheller we have ever used. We have thrown out every other kind of Corn Sheller we ever bought and have replaced them with yours.

KEEL & SON,  
By J. Z. Keel.**MARSEILLES MFG. CO. Marseilles, Ill.**

Branch Houses and General Agencies at Principal Distributing Cities.

**POSITIVELY GUARANTEED**

to shell either shucked or unshucked corn faster with less power in proportion to capacity; take the corn off the cobs cleaner; clean both cobs and corn more perfectly; do less crushing or grinding of corn or cobs and save a larger per cent of the corn than any other cylinder sheller on the market.

Send for  
Catalog**Buffalo  
Grain  
Tester****With  
Buffalo  
Filler**

BUFFALO SCALE COMPANY BUFFALO, N. Y. CHICAGO NEW YORK

**Grain Storage Receipts**

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of ..... net bus. .... Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus. and lbs., grade and dockage per bu.

Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents.

**GRAIN DEALERS JOURNAL**  
255 La Salle St. CHICAGO, ILL.

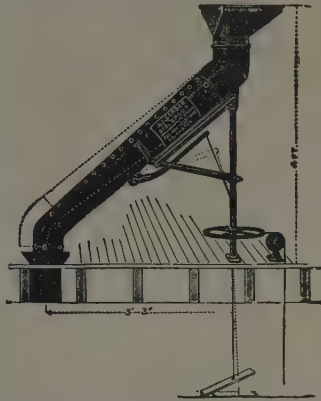
**W**E are thankful to our friends and patrons for another prosperous year, and take this opportunity to express our appreciation and extend best wishes for a happy and prosperous 1910.

**UNION IRON WORKS, DECATUR, ILL.****"Western" Shellers and Cleaners****COMPLETE EQUIPMENTS AND SUPPLIES FOR ELEVATORS**



## Good Spouts Reasonable Prices

That is what you get when you buy the GERBER IMPROVED No. 2 DISTRIBUTING SPOUT. Can be operated from working floor.



Prevents mixing of grain. It's like trading dollars when you buy this spout for you get full value for every cent spent. I make a specialty of Elevator and mill spouting. Write for particulars.

**J. J. GERBER**  
MINNEAPOLIS MINN.

## "WE SOLD THE CLEANER"

MEMBERS TEXAS GRAIN DEALERS ASSOCIATION  
ROBINSON'S CODE

**Early Grain & Elevator Co.**

SUCCESSORS TO

**Early Grain & Hay Co.**

ALLEN EARLY, MGR.

AMARILLO, TEXAS

12/17/09.

Grain Dealers Journal,  
Chicago, Ill.

Gentlemen:

Please discontinue our ad with you. We sold the cleaner on the 1st insertion of the ad.

Yours truly,

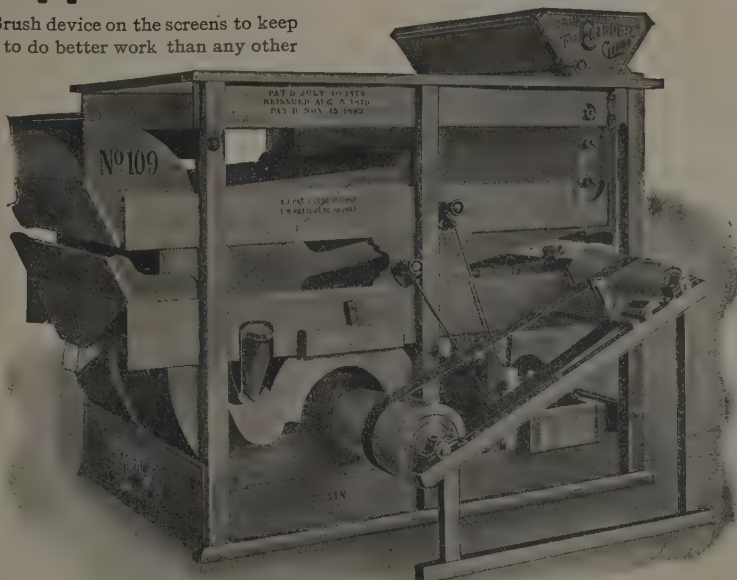
EARLY GRAIN & ELEV. CO.

To sell "used" elevator machinery of any kind, there is no better way than a "Wanted" or "For Sale" advertisement in the GRAIN DEALERS JOURNAL, Chicago, Ill. Cost is only 15 cents per type line per insertion.

## The No. 109 Clipper Seed and Grain Cleaner

Shown here has our perfect Traveling Brush device on the screens to keep them from clogging, which enables it to do better work than any other cleaner. It also has our Special Air Controller, which an experienced man will see at a glance is a perfect device for regulating the Air Blast. It has three full length screens and one-half length scalper screen which makes it very desirable for handling dirty or chaffy seed, grain or corn. The excellent results obtained on this machine and the small amount of power required by it will surprise you if you have not operated one of our Cleaners.

We guarantee it to give perfect satisfaction on clover or timothy seed or any kind of grain and it can be operated with one-fourth the expense for power of any suction cleaner on the market. If you are looking for a first-class, up-to-date cleaner of good capacity, we would be glad to send you catalog and give prices and particulars upon request.



**A. T. FERRELL & CO., SAGINAW, W. S., MICHIGAN.**

**STOP!**  
**LOOK!**  
**LISTEN!**



**The New Year  
Brings  
New Features  
Important to You**

Watch for our announcements  
or write for them

**AVERY SCALE CO.**  
NORTH MILWAUKEE, WIS.

**BRANCHES:**

New York  
Chicago  
Philadelphia  
Montreal, Can.

Boston, Mass.  
Portland, Ore.  
Sioux City, Ia.  
Winnipeg, Can.

Indianapolis, Ind.  
Kansas City, Mo.  
Minneapolis, Minn.  
San Francisco, Cal.

**THE BEST PRODUCED YET.**  
**Richardson Automatic Grain Scale**



**Fitted with our  
PATENT  
LOCKING  
GEAR**

Without this locking Gear any Grain Scale can be made to pass grain through it unregistered.

The "RICHARDSON SCALE" equipped with this attachment **cannot** run through.

Our patents give us this great advantage over all other makes.

Other new features:

**CHOKeless FEED CHUTE—THE MOST SIMPLE AND CORRECT  
COMPENSATING BEAM FOR SUSPENDED GRAIN YET DEvised**

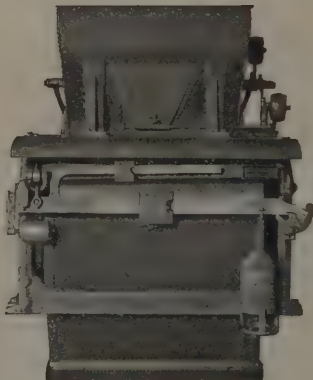
*Backed by Guarantee*

**RICHARDSON SCALE COMPANY**

6 Park Row, NEW YORK

CHICAGO, 122 Monroe Street. - MINNEAPOLIS, 415 Third Street, So.

**MERRY CHRISTMAS**



AND A

**PROSPEROUS NEW YEAR!**

**THE WINTERS-COLEMAN SCALE CO.**  
SPRINGFIELD, OHIO

*From Monday Morning  
Till Saturday Night  
without attention*



**Exceptional power plant performance results from the  
use of Curtis Steam Turbine Generators**

*The following is an example—*

"We have in use a 100 kw. Steam Turbine, Curtis type, made by the General Electric Company. This has been in operation nine or ten months and has been giving us excellent satisfaction. It is our experience that it uses less steam than a steam engine for the same class of work and the plant is exceptionally satisfactory on account of requiring practically no attention.

"We occasionally start it up on Monday morning and it runs continuously day and night up to Saturday night without any attention whatever. It requires about 14 gallons of oil to fill the machine and this runs from two to three months without any change. We then take the oil out and replace it with new, using the oil which we take out for other purposes so that the oil cost is almost nothing. We have had no repairs or breaks of any kind on the plant, and were we installing another electric plant we have no hesitation in saying that we would buy the same kind of an outfit."



**Curtis Steam Turbine Generators are made in sizes suitable for every use. The smallest will furnish current for 100 incandescent lamps. The largest will fill any commercial requirement.**

**General Electric Company**

2069A

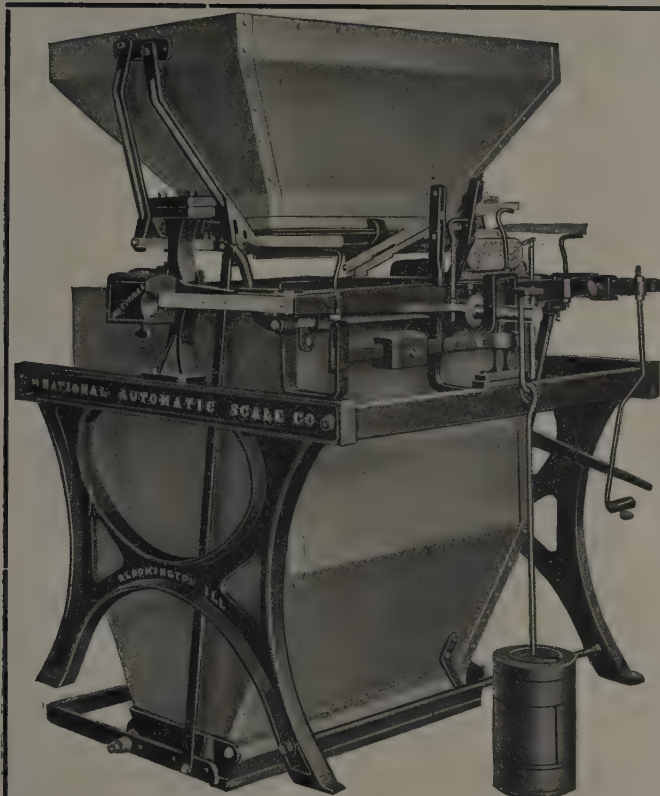
Principal Office, Schenectady, N. Y.

New York Office, 30 Church St.

Chicago Office, Monadnock Bldg.

Sales Offices in all Large Cities.





The **National Automatic Scale** marks the highest point that has been attained in the progress of automatic scale invention.

If quality means anything to you, investigate the simplicity, accuracy and perfection of this scale.

Get one on trial. The smoothness with which it operates will convince you that it is a serviceable machine. Test it on trashy grain, irregular feed, etc., etc., compare the weights with your wagon scale and note the results.

Write for full particulars today and start the New Year right.

**National Automatic Scale Co.**  
BLOOMINGTON, ILL.

**Reliance Automatic Dump Controller**



Here is What Users Think of It:

Fowler, Ind., July 4, 1907.  
Reliance Construction Co., Indianapolis, Ind.  
Gentlemen: Inclosed find check for amount of invoice in payment for three Dump Controllers which we have tried and find they do the work fine. No trouble whatever to control any load we may have to dump. Yours truly,  
WILBER HAWKINS, Per Finley.  
Yorkville, Ill., July 19, 1907  
Reliance Construction Co., Indianapolis, Ind.  
Gentlemen: Enclosed please find Chicago exchange for Dump Controller you shipped us June 4th. Ship us another Dump Controller as soon as possible. Yours truly, JETER & BOSTON.  
We know it will be satisfactory. Will ship on trial. RELIANCE CONSTRUCTION CO., 825 Board of Trade Bldg., Indianapolis, Ind.

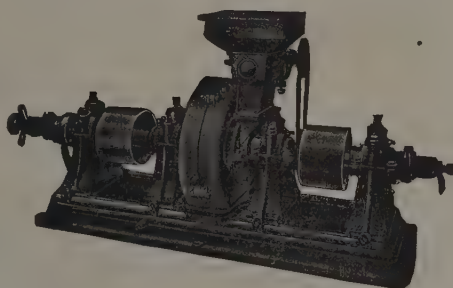
**Your Profits**

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

**Monarch Feed Mill**

Let us prove it to you by sending you one on trial. WRITE US

**SPROUT, WALDRON & CO**  
P. O. 260, MUNCY, PA.



**TONS to Dollars and Cents**

Designed primarily for the use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/2 x 8 1/2 inches, 110 pages.

Price \$1.00

GRAIN DEALERS JOURNAL  
255 La Salle St. Chicago, Ill.

**BOWSHER**

(Sold with or without Elevator)  
CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

**LIGHTEST RUNNING**  
(Our circular tells why)

Handy to Operate. Eight Sizes—2 to 25-horsepower.

Peculiarly suited for use with Gasoline Engines.

The N. P. Bowsheer Co.  
South Bend, Indiana

**FEED MILLS**



**DON'T BUY GASOLINE ENGINES UNTIL YOU INVESTIGATE "THE MASTER WORKMAN,"**

a two-cylinder gasoline, kerosene or alcohol engine, superior to any one-cylinder engine; revolutionizing power. Its weight and bulk are half that of single cylinder engines, with greater durability. Costs Less to Buy—Less to Run. Quickly, easily started. Vibration practically overcome. Cheaply mounted on any wagon. It is a combination portable, stationary or traction engine. SEND FOR CATALOGUE. THE TEMPLE ENGINE MFG. CO., 495 West 15th St., Chicago. THIS IS OUR FIFTY SIXTH YEAR.

## ANTI-FREEZING SOLUTION

for Water Jackets of Gas Engines

### RHODES' CALCIUM CHLORIDE

Will not rust, absolutely odorless. Will not evaporate, lasts all winter. Five (5) pounds to a gallon of water will not freeze 54° below zero. Has been used for several years and is absolutely standard. Guaranteed to have lowest freezing point, pound for pound, of any Anti-Freezing Solution.

(Send for circular.)

New York JAMES H. RHODES & COMPANY Chicago

## Calcium Magnesium Chloride

For water Jackets of Gas Engines. Very much superior to ordinary calcium chloride.

### K-L Brand—Anti-Freeze—Solution

This is the best anti-freeze solution on the market because it will not rust, because it is the purest—odorless. Will not evaporate.

PRICES: 700 lb. drum 90c per cwt. 100 lb. can 2c per lb.  
50 lb. can 3c per lb. 10 lb. can 5c per lb.

KEILGASS-LEHMAN COMPANY, <sup>208</sup>KINZIE STREET Chicago, Ill.

## Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

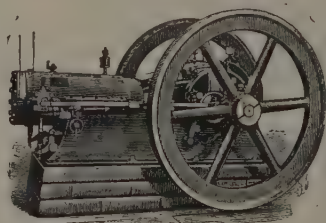
## Save on the First Cost

Because gasolene engines are economical is no reason why you should be careless in selecting one to fill your needs.

Here is a good rule to follow when buying. Don't buy a cheap Gasolene Engine when you can buy a standard make cheap.

I have been selling Gasolene Engines to elevator men for the last twelve years and can point to

### MANY SATISFIED CUSTOMERS



I am a Gasolene Engine Specialist. I make that my business. Let me know what horse power you need and I will explain how to buy the best at the lowest cost.

My prices will please you and the engines I furnish will surely give satisfaction.

Or, if you have an engine which is not giving satisfactory service let me know, if it is a standard make I can fix it so it will come up to its rated capacity.

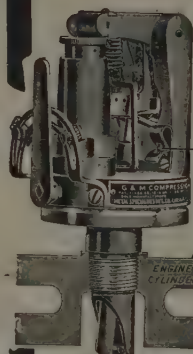
Let me hear from you. Write today.

A. H. McDONALD

549 Monroe St., - - CHICAGO, ILL

## Agents Wanted

In every community to sell



G. & M.  
Compression  
Igniters

A revelation in  
Gas Engine Igni-  
tion.

This Igniter is  
suitable for all  
types of internal  
combustion en-  
gines. It may be  
screwed in, in  
place of the jump

spark, hot tube, or mechanical make and  
brake igniter.

We can save money, time and trouble  
for every engine user.

The advantages are: More power; stead-  
ier running; no misfires; less straining and  
jerking of engine and a great saving of  
fuel.

For particulars write sole  
manufacturers

Metal Specialties Mfg. Co.

427-441 Randolph St. CHICAGO, ILL.

## SOLID WOVEN SEAMLESS RUBBER BELTING

That cannot separate in the plies or split in the seams.

When you are in need of a leg or conveyor belting you should investigate

### "R. F. & C." BELTING

(Rubber) (Filled) (Covered)  
TRADE MARK Registered U. S. Pat. Office

### and "R. F." BELTING

(Rubber) (Filled)  
TRADE MARK Registered U. S. Pat. Office

This belting is a solid woven cotton fabric, rubber-filled and covered, built up in looms on scientific principles, whereby a maximum of strength and minimum of stretch is obtained and is in every feature superior to old style cemented ply rubber belting as well as cotton or canvas belting. It is not affected by atmospheric conditions—it has greater pliability, resulting in better pulley contact and more power than any other belt.

"R. F." and "R. F. C." Solid Woven Belting is now in use in a large percentage of Elevators in the United States and Canada, is recognized by progressive Elevator builders and operators as the most economical and satisfactory belt to be had for leg or conveyor work.

If interested and you want the best, write  
us for particulars and samples.

Every user of this belt is a booster for it.

W. H. Salisbury & Co., (Inc.)

Established 1855

166-168 Wabash Avenue

CHICAGO



## YOU WANT GOOD ELEVATOR POWER

You must have it to make profit on the long and short jobs. You get what you are looking for in the

### WITTE GAS & GASOLINE ENGINES



The low cost of power, the little time taken to start, the assurance of continuous operation, and the safety features make the WITTE Engine of interest to every builder and user.

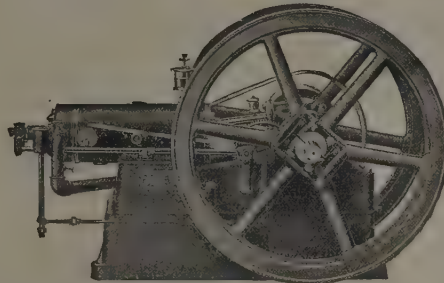
**GUARANTEED 5 YEARS**

The proposition we make to introduce will appeal to you. In writing state size wanted.

**WITTE IRON WORKS CO.**  
526 West Fifth St., Kansas City, Mo.



## Be Sure Of Your Power



It is no longer necessary to take chances when you buy a gasoline engine.

Gasoline engine building has been reduced to an exact science. You may know in advance that the engine you buy will give you satisfactory service.

### I. H. C. Gasoline Engines—The Standard of Reliability

The great army of users will tell you that I. H. C. engines have every quality that goes to make an engine right working.

### Simplicity, Certainty, Economy, Ease of Operation, Durability

Many thousands of I. H. C. engines are in use filling all sorts of power requirements. Their owners have no motives for misrepresenting.

Engines of all styles, suited to all services. Vertical, Horizontal (Portable or Stationary) and Traction. Air cooled. Water cooled. 1 to 25-H. P. For Catalog and Particulars, address

**International Harvester Company of America**  
(Incorporated)

21 Harvester Bldg.

Chicago, U. S. A.

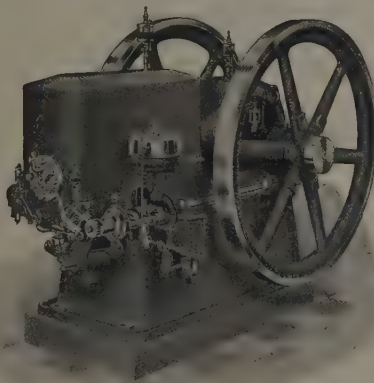
## THE FIELD GASOLINE ENGINES

Compare the "Field" with all other Hopper Cooled Engines and you will find that the "Field" is the only engine so constructed that the Hopper extends from end to end of cylinder, allowing the main body of water to be directly over combustion chamber, which is absolutely necessary to get good results.

This is impossible on engines with detachable heads or side pockets. Consider well before placing your order. 4 to 30 horse power.

Write to us for catalog.

**THE FINKBEINER-TURNEY CO.**  
FREEPORT, ILL.



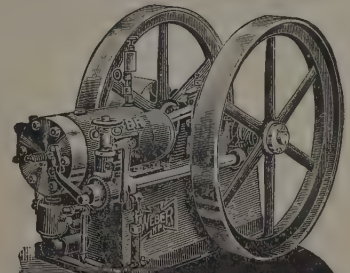
# FOOS

## GAS AND GASOLINE ENGINES

Have reached their present state of perfection as a direct result of 22 years experience in manufacturing them. These engines are built in the largest exclusive gas engine plant in America where they have the advantages of superior superintendence, and the best shop equipment. Catalogue No. 20 explains points of great interest to prospective engine purchasers. send for it. Horizontal and vertical 2 to 500 HP.

**THE FOOS GAS ENGINE CO.**

SPRINGFIELD, OHIO.



## The Engine of Reliable Records

Getting the most engine for your money does not mean buying the cheapest—it is a matter of securing an engine that will give reliable results year in, year out—the speed must be steady and uniform—absolute interchangeability of parts assured—actual power must equal rating. Every requirement of the miller who wants a simple, reliable, powerful engine is met by the

## Weber Gas or Gasoline Engine

Some of its special features are—underground gasoline reservoir for main gasoline supply—gasoline pump, pumping supply to engine; surplus returning to reservoir—electric igniter—heavy and rigid construction (see cut)—a perfect control governor by which the operator can change speed instantly—all parts easy of access and guaranteed interchangeable.

Sold Under Our Absolute Guarantee

We make a specialty of heavy duty, distillate or producer gas engines, 50 to 400 h. p., especially adapted to generating power for millers—operates at very low cost—cost of power for milling one barrel of flour 2 1-2c—fewer working parts than any other—design and workmanship of highest order

Write today for our new handsomely illustrated catalog fully describing the Weber Engine.

Sheffield Gas Power Co.  
194 Winchester Place Kansas City, Mo.

Let it  
Furnish Power  
For You

**"WE DELIVER THE GOODS"**

Do you get your goods quickly?  
 Do you get the qualities?  
 Do you get the prices?  
 If you do you get them from

**"THE PHILIP SMITH MFG. CO."**

If you don't get them there, you should.

Everything we manufacture is fully **"GUARANTEED."**



This is no way to enjoy your Xmas, buy a **SMITH'S SAFETY MAN-LIFT** and avoid accidents, repair bills and costly delays.



We wish you **ALL** a Merry Xmas  
 and a Happy and Prosperous  
 New Year.

**THE PHILIP SMITH MFG. CO.**

SIDNEY, OHIO, U. S. A.

**WE MANUFACTURE**

*The*  
**Ohio**

Fan Discharge Corn Shellers  
 Regular Corn Shellers  
 Oscillating Corn and Grain Cleaners  
 Revolving Screen Corn Cleaners  
 Combined Sheller and Cleaner

**"SMITH'S"**

Safety Man-Lifts  
 Wood Roller Overhead Wagon Dumps  
 All-Iron Overhead Wagon Dumps  
 THE NEW IMPROVED Chain Drag  
 Feeders—Styles "A" and "B"  
 The Marquis Ear Corn Feeder  
 Take-up Boxes  
 Hopper Bottoms  
 Cast Iron Turnheads  
 Steel Swivel Spouts  
 Transmission Rope  
 Elevator Cups and Belting  
 Friction and Jaw Clutches  
 Conveyors and Conveyor Drives  
 Indicator Wheels and Stands  
 Sprocket Wheels and Link Belting  
 Cast Iron and Wood Pulleys  
 Elevator Heads, Boots and Legging  
 Flexible Steel Loading Spouts  
 Sheave Wheels and Tension Carriages  
 Complete Line of  
**POWER TRANSMISSION**



We carry in stock all you see listed  
 above and all you don't see.





# "Wanted" and "For Sale"

## MACHINES FOR SALE.

BRUSH AND SCOURER—Victor brush and scourer No. 2. Address Lyons Milling Co., Lyons, Kansas.

FOR SALE—10 No. 4 Silver Creek Flour Bolters, just as good as new. Cheap. Address Aurora City Mills, Aurora, Ill.

INVINCIBLE CLEANER—Small capacity; for sale; good as new. Price reasonable. Address H. R. Y., Box 9, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Fairbanks automatic even weight sacker in good condition at a bargain, capacity 300 to 360 sacks per hour, delivery in thirty days. The Updike Grain Company, Omaha, Nebr.

FOR SALE—One Monitor No. 4 Receiving Separator. One No. 1 U. S. Corn Sheller, 1500 bu. capy. One No. 13 Constants Corn Cleaner, 1700 bu. capy. Ad. J. A. Horn Construction Co., Oklahoma City, Okla.

FOR SALE—Cheap. Two No. 5 Monitor Oat Clippers. One No. 3 Invincible double suction receiving separator. One No. 25 Ohio seed cleaner. One No. 7 Cycloone dust collector. A. S. Garman & Co., Akron, Ohio.

FOR SALE—1 Mattoon Grain Loader, cap. 1500 bu. per hr. 1-40 H. P. Steam Boiler, 1-30 H. P. Steam Engine and 1 Hopper Scale, cap. 20,000 lbs. One No. 1½ Western Sheller in good condition, will sell cheap. Address St. Joseph Grain Co., St. Joseph, Ill.

FOR SALE—1 1000-bu. Fairbanks hopper scale with timbers, \$75. 1 Fairbanks R. R. Track Scale 120,000 lbs. capacity, \$200. 1 Clipper Grain Cleaner, \$25. 500 14 in. buckets 5c each. 4 conveyor belts 24 and 26 inches wide, 50c per ft. Iron sheaves 3c a lb., pulleys and boxes 2c a lb. Many other bargains from the Western Elevator at Wabaska. Address La Crosse Wrecking Co., Wabaska, Minn.

## SECOND-HAND FOR SALE.

Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye, gear drive; 1-9"x15" Case; 1-7"x18" 3 pair High Alfree, belt drive; 1-7"x15" Alfree 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling, 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic 25 bu. cap; 1 No. 256 Monarch Magnetic, 50 bu. cap; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors: 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular; 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

"DO IT NOW," is the adage in Oklahoma. If you wait till tomorrow, you'll find some other man doing what you aimed to do. Write today. Weatherwax & Co., Sapulpa, Okla.

## GASOLINE ENGINES.

GASOLINE Engines for sale; 10 h. p. Temple Pump Co., 15th Place, Chicago.

ST. MARYS GASOLINE ENGINE for sale—6 horse power, only used 3 mos., in good shape. T. J. Connell, Milton, Ind.

FOR SALE—One 4 h.-p. Little Sampson gasoline engine used 3 weeks. One 32" iron Split pulley, 12" face, 2½" bore. Prices right. Hockman & Collier, North Hampton, Ohio.

TRACTION ENGINE FOR SALE—One ten horse power steam, Nichols and Shepard make, in good condition. John L. Kneisley, % the Foos Gas Engine Co., Springfield, Ohio.

## GASOLINE ENGINES FOR SALE.

14 H. P. Thompson.  
6 H. P. Columbus.  
7 H. P. McVicker.  
6 H. P. McVicker.  
5 H. P. Stover.

Slightly used but thoroughly overhauled. Very cheap. Finkbeiner-Turney Co., Freeport, Ill.

## GASOLINE ENGINES FOR SALE.

30 H.P. Nash.  
25 H.P. Columbus.  
25 H.P. Fairbanks Morse.  
22 H.P. Fairbanks Morse.  
15 H.P. Fairbanks Morse.  
12 H.P. Fairbanks Morse.  
6 H.P. Fairbanks Morse.  
4 H.P. Fairbanks Morse.  
12 H.P. International Howe.  
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 549 Monroe St., Chicago, Ill.

## BARGAINS IN SLIGHTLY USED GASOLINE ENGINES.

1-3HP Field engine used one year .....	\$ 95.00
1-4HP Field engine used 60 days .....	105.00
1-4HP Vertical Davis engine, good condition .....	25.00
1-4HP Vertical Dayton engine .....	35.00
1-6HP Olds engine on skids with water tank used about 60 days; good as new .....	125.00
1-6HP Vertical latest improved Fairbanks engine used 60 days .....	125.00
1-6HP Foos Jr. engine used 30 days .....	150.00
1-6HP Foos engine in good condition .....	100.00
1-8HP Weber engine; fair condition .....	100.00
1-8HP Havana Portable engine on trucks .....	150.00
1-8HP White & Middleton engine; good as new .....	200.00
1-15HP Foos engine used 60 days; good as new .....	300.00
1-16HP Vertical Marinette engine .....	200.00
1-20HP Vertical Foos engine; single cylinder .....	300.00
1-25HP Horizontal Foos gasoline; in good condition .....	300.00
1-45HP Latest improved Hart-Parr traction engine with 14 disc Emerson breaking plow used one season; good as new.	1,800.00

Allen P. Ely & Co., Omaha, Nebr.

## GASOLINE ENGINES.

BARGAIN—Will sell 10-h.-p. gasoline engine with dry battery to start on any dynamo for spark to run on for \$200.00 F. O. B. cars Park Ridge. Not run over 50 times. Address Park Ridge Lumber & Coal Co., Park Ridge, Ill.

FOR SALE—One 10 H. P. Rumely, one 10-H. P. Russell; one 12 H. P. Rumely; one 12 H. P. Advance; one 13 H. P. Russell; one 13 H. P. Nichols & Shepard. Also one 15 H. P. Rumely engine. All traction, in first class repair. J. H. Rains, Beatrice, Nebr.

I HAVE FOR SALE one 5½ horse power gasoline engine, made by the Ferro Machinery & Foundry Co.; also one 1½ H. P. Bi-Polar dynamo. They are both mounted on one base and belted together and make a good lighting plant or power plant. Dynamo is D. C. and 110 volts. Charles H. Taylor, 3527 Calumet Ave., Chicago, Ill.

## SCALES.

SCALES for elevators and mills; lowest price. Chicago Scale Co., Chicago.

FOR SALE—ONE 50-BU. HOPPER SCALE in good condition. Will sell cheap. Address Wm. Loveless, Taylorville, Ill.

FOR SALE—AMERICAN GRAIN METER, Automatic scale, good condition, \$50.00. Cost \$200. Mead Grain Co., Ft. Scott, Kan.

SCALES, second hand. 1-22 ft. Howe and 1-14 ft. Fairbanks. Both have office beams. Will sell very cheap. L. J. Button Ele. Co., Sheldon, Ia.

FAIRBANKS & HOWE HOPPER Scales. 700, 500 and 300 bu. capacity. Guaranteed to be good as new. Omaha Scale Co., 10 and Douglas, Omaha, Nebr.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

## MACHINES WANTED.

WANTED—GOOD ROLL for making meal and feed; write description and price. B. Strong Grain & Coal Co., Conway Springs, Kansas.

WANTED—Second hand friction clutches of reliable makes; size of shaft 4 7-16 in.; on iron or wood pulleys; from 30 to 38 in. diameter; 7 to 8 in. face. Fagg & Taylor, Milwaukee, Wis.

USED MACHINERY WANTED. Do not let your unused grain elevator machinery rust out. Sell it and put the money to work. List it with us free of charge. Elevator Man's Exchange, No. 28 S. Clinton St., 6th floor, Chicago, Ill.

## FERRETS FOR SALE.

4000 FERRETS—Prices and Book mailed free. N. A. Knapp, Rochester, O.

**ELEVATORS FOR SALE.**

**FOR SALE OR LEASE**—My elevator in Iowa. Good reasons for selling. Address Chance, Box 3, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—30,000 bu. Elevator located good town western Indiana. Good Corn Crop. Address X. Y. Z. Box 5 Grain Dealers Journal, Chicago.

**TWO ELEVATORS FOR SALE** in Kansas within twenty miles of Wichita. One of them is new and the other one a few years old. Address G. G. W., Box 12, care Grain Dealers Journal, Chicago.

**MICHIGAN ELEVATOR** in the Best Wheat and Corn Belt for sale. Wool, Stock, Hay and Coal, Feed Grinding and a complete Flour Mill. No other elevator here. Climax Roller Mills, Climax, Mich.

**NORTHERN INDIANA ELEVATOR** for sale. Finely equipped; in splendid grain country; implement business in connection if desired. Will consider farm in part payment. Frank A. Turner Valparaiso, Ind.

**IRON CLAD INDIANA ELEVATOR.** Capacity 35000 bu. Gasoline engine power. Modern equipment. 3 warehouses, large stable, modern 8-room house. Address Chicago, Box 11, Grain Dealers Journal.

**FOR SALE**—Elevator, Feed Mill and home; doing good business; splendid opportunity for right men. Price \$4,000. For full particulars address Field, Box 11, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR AND LUMBER YARD** doing good business in Northern Iowa. Splendid opening for right man. Write at once if you want an unusual opportunity. Address Mac, Box 11, Grain Dealers Journal, Chicago, Ill.

**GOOD 7 M. ELEVATOR** and coal business for sale or trade. Only elevator and coal business in town. Located on G. I. and B. & M. Good location for lumber yard and live stock dealers in connection. Other business reason for selling. Fairchild Bros., Endicott, Nebr.

**MODERN NORTHERN INDIANA ELEVATOR** on two railroads, in full working order, for sale. Has capacity of 22,000 bu.; 25 H. P. Olds gasoline engine and up-to-date equipment throughout. For full particulars address Vern, Box 12, Grain Dealers Journal, Chicago.

**FOR SALE GOOD ELEVATOR** in Central Illinois. Handles at least 150,000 bu. of corn and wheat annually; also handle about 35 cars of feed in a year and tile. Reason for selling wish to retire. Buyer could make the price of the elevator in two years. Address Central, Box 12, care Grain Dealers Journal, Chicago.

**FOR SALE**—Line of elevators doing a good business in Southwestern Minnesota. Local and crop conditions never better. Houses all in good repair, equipped with good machinery. Line always been a money maker. Full particulars on application. Address Minnesota, Box 6, Grain Dealers Journal, Chicago, Ill.

**ELEVATORS FOR SALE.**

**EASTERN ILLINOIS** 30,000 bu. elevator on I. C. R. R. for sale. Handles 200,000 bu. Price \$9,000. Address C. A. R., Box 10, Grain Dealers Journal, Chicago, Ill.

**FIVE ELEVATORS FOR SALE**—On C., M. & St. P. R. R. Either separately or as a line. A rare opportunity. Address B. B. S., Box 10, Grain Dealers Journal, Chicago.

**FOR SALE**—A good paying elevator, in north central Indiana, in good wheat, oats and corn belt. A bargain if sold soon. Address S., Box 3, Grain Dealers Journal, Chicago, Ill.

**ELEVATOR, FEED-MILL AND LUMBER BUSINESS** for sale. In thriving town in best farming section of Mich. Best of reasons for selling. Price right—cash or part on time. C. A. Kern, Auburn, Bay Co., Mich.

**FOR SALE**—Grain elevator with slate roof, all in good condition, 12,000 bus. capacity; on B. & O. Ry., in good grain locality of DeKalb County. Will sell \$3,200.00. Address LaDue & Carmer, 205 E. Columbia Ave., Fort Wayne, Ind.

**A LINE OF SMALL ELEVATORS** for sale. All in first-class condition, in heart of the wheat and corn territory of Kansas and Oklahoma, all live ones. Best reasons for selling; will sell single or entire line. Southwestern Elevator Co., 215 Sedgwick Blk., Wichita, Kansas.

**BEST** paying wholesale grain and transfer elevator business in Texas for sale. Including several country stations. Good trade established in young and growing grain country. Will pay 25% on investment. Worth \$20,000. Will sell cheap. Good reasons for selling. Cash or approved notes. Address TEXAS, Box 8, care Grain Dealers Journal, Chicago.

**GOOD ELEVATOR FOR SALE**, located on Union Pacific R. R. in Central Nebraska. Double dump, 10 h. p. electric motor, cheap power, also one 8 h. p. F. M. gasoline engine, for reserve. Office, scales and large store house and cribs. Best location in town. Lease renewed for five years. For further particulars write H. P. Neilson, Lexington, Neb.

**ELEVATOR, GRIST MILL, CIDER MILL** and vinegar factory, all connected, situated in Eastern Kansas in a fine, thriving country; the only plant of its kind within a radius of 15 miles; gas power; good shipping point on A. T. & S. F. R. R.; good money maker; also 6 lots of ground adjoining buildings and depot; sidetrack to mill door; owner leaving for Europe. For further information address Star, Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE—ELEVATOR AND LUMBER YARD.** Located on the B. & O. S. W. R. R. Central Ill. Handle about 125,000 bu. of grain, 75 cars of hay, 40 cars of coal and about 30 cars of lumber during the year. Capacity of elevator 25,000 bu. 25 H. P. gasoline engine, modern equipment. Price \$8,500.00 for elevator, lumber sheds and real estate; the lumber will invoice about \$7,000.00. This business has been a money-maker and will bear close investigation. Address E. H., Box 12, Grain Dealers Journal, Chicago.

**ELEVATORS FOR SALE.**

**GRAIN, COAL, POULTRY & EGG BUSINESS** in southeastern Iowa. Only Grain dealer in town of 600. Also seven room house and two lots with barn 20x20 ft. Full description by letter. Reason for selling lack of capital. Address J. G. P. Box 7, Grain Dealers Journal, Chicago, Ills.

**FOR SALE**—One elevator. Everything new and up to date; 22-h.p. Foos engine; capacity 25,000 bu., which is now full. Will handle 100,000 bus. of corn this season. Locality on the M. O. P. R. R. at Inola, Okla.; price \$6,000; terms to suit the purchaser; reason for selling I have other business. Address W. L. Harris, Inola, Okla.

A 35M ELEVATOR located on its own ground on the I. C. R. R. in the corn belt of Ill. New cribbed house, modern in every respect; handle 150 to 200M yearly in a good organized territory; price \$9,000.00; a snap, and don't answer this if you don't mean Biz. Further particulars address Cotton, Box 9, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—25,000 bu. Elevator, nearly new, cribbed and modern in every way, equipped with dump scales; gasoline engine and cleaner, large office; located in the best Grain producing part of Minn. in a good little town, one other elevator, good competition, price \$4,200.00; reason for selling have other interests. Address B., Box 10, Grain Dealers Journal, Chicago, Ill.

**FOR SALE**—Rare opportunity. Best elevator in both house and location in Eastern Indiana, doing an extra good business in grain, flour, feed, coal, hay, cement and live stock. In buying one need not consider the live stock business unless he so desires. No elevator better equipped for handling grain in every way; can take care of it as fast as it can come in. Three good dumps, four stands of elevators, best of car loader; everything up to date. Elevator on our own ground. Has 500 bu. hopper scales, also 100 bu. hopper scales, cement block boiler room, everything in first class shape and repairs, nothing lacking in any way; in a fine town of 600 inhabitants, graded school and two good churches. Will sell all or half interest in business. J. W. Owens & Son, Saratoga, Ind.

**FOR SALE—IN THE DISTRICT COURT** of the United States, Southern District of Illinois. In re John E. Hawthorne, Bankrupt, John Y. Chisholm, Trustee.

By virtue of an order entered in the above matter on the 21st day of December, A. D. 1909, I will on Friday, January 14th, 1910, at 2 o'clock P. M., at the East door of the court house in Bloomington, Illinois, offer at public auction,

One grain elevator, located at Colfax, Ill. One grain elevator, located at Holdrege, Ill. Two grain elevators, located at Fletcher, Ill. The north half of lots 7 and 8 in Block 3, Woods Addition to Colfax. Also all book accounts, notes, stocks and any and all other property belonging to said bankrupt estate. Terms: Ten per cent of purchase price at time of sale, balance on approval of sale by Hon. R. L. Fleming, Referee in Bankruptcy. For full description or personal inspection of properties, call on or address John Y. Chisholm, Bloomington, Ill.

Dated Dec. 22, 1909.



## ELEVATORS FOR SALE.

12,000-BU. ELEVATOR in Central Iowa. Good location. Write for description. Address N. I. L. Box 12, Grain Dealers Journal, Chicago.

WE OFFER THE BEST ELEVATOR bargain in the state of Indiana for \$5,000.00. Only elevator at station on R. R. Fine town, 1,200 population. Good productive land with large territory. Good school & college, 3 churches, one bank, paved streets. Handling over 100 cars; everything correct. Come or write me, J. F. Pearson, Chalmers, Ind.

A GOOD PROPOSITION. I offer for sale a well-equipped elevator 20 M. capacity, a clover seed house, capacity five cars, coal sheds for 1,000 tons of coal. Average business 100,000 bu. of grain, 3 to 5 cars of seed, 2 cars salt, 2,500 tons of coal, 3 cars feed, 5 cars flour, large retail feed business. Elevator is equipped for buying and transferring grain in car loads. Has two feed mills and an ear corn crusher. Have Hopper scale and two wagon scales; 25 H. P. engine, 40 H. P. boiler (new) also a 20 H. P. electric motor; 3 dumps, 3 stand of elevators. Seed house is equipped for handling seeds by wholesale as well as retail. Has No. 39 Clipper cleaner and 1 stand of elevators all operated with a 5 H. P. electric motor. This property is located in a fine Central Indiana town of 6,000 and is a place well adapted for enjoying the best advantages in the way of schools, churches, theaters, lodges, etc. The business is well built up and a money-maker for a good live man who will spend his time looking after it. Price \$15,000. Don't answer unless you mean business and are willing to pay the price for a good location. Address Fred, Box 12, care Grain Dealers Journal, Chicago.

## ELEVATOR STOC FOR SALE.

WANT TO SELL STOCK in a line of elevators including a feed mill, located in the best section of the corn belt, and especially located for the distributing of feed to all parts of the country. Party purchasing can have active position if desired. Address H. C. D., Box 12, Grain Dealers Journal, Chicago.

## MILLS FOR SALE.

ALFALFA MILL FOR SALE—In best Alfalfa Belt in the west. New complete plant. Now making one ton per hour. Good reason for selling. Address Alfalfa, Box 6, Grain Dealers Journal, Chicago, Ills.

FOR SALE—FEED STORE, FLOUR exchange and feed mill run by electric power. An up to date outfit, no opposition; in a good line town. Will bear closest inspection. If interested write W. H. D., Box 113, Roanoke, Ind.

ENTIRE PLANT of PINE BLUFF MILL & Elevator Co., formerly operated by T. H. Bunch Co., located at Pine Bluff, Ark., for sale. Plant is modern, substantial brick building, daily capacity 600 bbls. meal, 2500 sacks corn chops. Plant is located on two trunk line railroads; enjoys milling in transit rates; surrounded by large consuming territory; machinery modern, including complete Automatic Sprinkler System, low rates of insurance. For sale on reasonable terms. Address Cochran & Kavanaugh, Lock Drawer "W", Little Rock, Ark.

## ELEVATORS WANTED.

HAVE SOME GOOD LAND I wish to trade for elevator property in N. D., S. D. or Minn. J. J. Brady, Doran, Minn.

IF YOU WANT TO SELL YOUR BUSINESS write to the Manager of the Want Dept. Grain Dealers Journal, Chicago, Ills.

IF YOU ARE SEEKING A BUSINESS write to the Manager of the Want Ad. Dept. of the Grain Dealers Journal, Chicago, Ills.

ELEVATOR WANTED in exchange for good improved farm. Give full description and price. Address Inde, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—MODERN ELEVATOR in good town in the corn belt. Must handle over 200,000 bu. annually. F. M. G., Box 12, Grain Dealers Journal, Chicago.

NORTHERN INDIANA ELEVATOR wanted. Must handle at least 100,000 bus. annually. Prefer station having but one eltr. Will pay cash. Give full particulars. Address Herman, Box 12, Grain Dealers Journal, Chicago.

## ELEVATOR BROKERS.

BUY AN ELEVATOR that will make you money. We can save you money. Try us. Tri-State Elevator Co., Hicksville, O.

WE MAKE a specialty of selling flour and grist mills. If you want to buy or sell property of this kind please write us. Fidelity Realty Syndicate, Equitable Bldg., Baltimore, Md.

WRITE US if you want to sell your elevator or want to buy. We have a large list of elevator bargains and also some good exchanges for elevators. Address Iowa Mill & Elevator Brokers, Independence, Iowa.

YOU GET VALUE RECEIVED when you buy an elevator from us. We confine our efforts to choice elevators, favorably located in the grain producing sections of Ohio, Indiana and Michigan. Write us now. Tri-State Elevator Co., Hicksville, O.

LOOKING FOR A LOCATION, MR. GRAIN MAN? Oklahoma is the place. We can render you invaluable service in finding a good-paying location. Our seven years' experience in the grain business in Oklahoma is worth something to you. Don't hurry. Write, Weatherwax & Co., Sapulpa, Okla.

## ELEVATOR SUPPLIES.

GRAIN TESTERS—Three sizes, one pint, one quart, and two quarts. Guaranteed correct, sent on trial. Write for prices. A. S. Garman Co., Akron, O.

WE GUARANTEE OUR REBUILT PUMPS to be equal to new in efficiency and durability; pumps, compressors and engines repaired, bought, sold and exchanged. The Pump Shop, 170 N. Desplaines St., Chicago, Ill., Tel. Monroe 700.

## HELP WANTED.

WANTED—COMPETENT MILLER for new 250-bbl. oat meal in Yorkton, Sask, Can. Nels Enge, 70 Chamber of Commerce, Minneapolis, Minn.

WANTED—All-round elevator man, one who understands Gasoline Engine; also willing and capable of doing the office work if necessary. Address, Indiana, Box 11, Grain Dealers Journal, Chicago, Ill.

WANTED—BY JANUARY 1ST, 1910, an experienced all-around grain and feed salesman to travel territory tributary to New York. Liberal salary and expenses paid to the right man. Address M. B. J., Box 12, Grain Dealers Journal, Chicago.

## PARTNERS WANTED.

PARTNER Wanted with \$50,000 to \$75,000 to take active or silent interest in best Transfer Elevator and Wholesale Grain business in Southwest. Will pay 20 to 30% on investment and good salary. For particulars address TOG, Box 8, care Grain Dealers Journal, Chicago.

## SITUATIONS WANTED.

POSITION WANTED as Mgr., Bkpr. or assistant Mgr. of small line of elevators; experienced, employed. Ask for particulars. Austin, Box 11, Grain Dealers Journal, Chicago.

POSITION WANTED—Feb. 1st, as manager or buyer for an elevator. Know how to deal with the farmers. Lifetime experience. Address Ind., Box 12, care Grain Dealers Journal, Chicago.

WANTED POSITION—12 years' experience in the mill and elevator business. Want place with good firm or can invest a few hundred dollars. Best references. Address Green, Box 12, Grain Dealers Journal, Chicago.

WANTED POSITION AS MANAGER of elevator. Have had five years experience. Am a good judge of grain and clover seed. Have also handled hay, tile, coal and feed. Address Cox, Box 12, Grain Dealers Journal, Chicago.

POSITION WANTED—By competent all round elevatorman as buyer for elevator in Neb. 40 years old, married. Good grader, etc. Best references. Now employed in elevator, but wish change. C. R. Smith, Box 18, Bellewood, Neb.

POSITION WANTED—By man that is competent as manager of an elevator, who can get the grain if any is raised. Want to make change by March 1st. Ask for my reference. Address C. M., Box 12, care Grain Dealers Journal, Chicago.

SITUATION WANTED as manager of grain elevator or solicitor for grain firm; would put up time and experience against capital in grain enterprise; 5 yrs. exp. A-1 ref. Age 30; single. Address Moy, Box 3, Grain Dealers Journal, Chicago.

## FARM LANDS.

NEBRASKA AND KANSAS LANDS for sale. Income properties and mills. List your elevators with me; have buyers for two. J. S. Hole, Real Estate, University Place, Nebr.

**STEAM ENGINES—BOILERS.**

FOR SALE—20 h. engine, 25 h. boiler. Atlas make. In good running order and will sell at a big bargain. Just installed electric power. Address B. Noftzger, Rochester, Ind.

CORLISS ENGINE FOR SALE. We have several small second hand engines, rebuilt and renewed in own shops. Save money on a Corliss or other engine, boiler, pump and everything in machinery by buying of Harris Machinery Co., Minneapolis, Minn.

**REBUILT ENGINES AND BOILERS.**

The cleanest and most thoroughly rebuilt, all our own and in stock. Not scattered everywhere and merely listed.

ENGINES—CORLISS: 20x48" Wheelock, 20x42 Allis, 18x42 Hamilton, 16x42 Lane and Bodley, 14x36 Lane and Bodley, 14x24 Wright, 12x30 Allis, etc.

ENGINES—AUTOMATIC: 16x32 Buckeye, 15x14 Erie, 14x16 Buckeye, 14x14 Ball & Wood, 13x15 Taylor, 13x16 Erie, 12x14 Green, 12x12 N. Y. Safety, 10x10 Fisher, 9x12 Leffel, 8x10 Allfree, etc.

ENGINES—THROTTLING: 18x24 Erie, 16x20 Chandler and Taylor, 16x18 Erie, 14x24 Atlas, 13x16 Chandler and Taylor, 14x14 Lewis Vertical, 10x16 Owens, Lane and Dyer, 10x12 Industrial, 9x12 Ajax, 8x12 Climax, 7x12 H. S. & G., 6x8 Clark, etc.

BOILERS—STATIONARY: 72x18 High Pressure, 72x18 Standard, 72x16, 66x16, 60x20, 60x16, 54x16, 54x14, 54x12, 48x16, 48x14, 44x14, 40x12, 40x9, 36x16, 36x10, etc.

BOILERS—FIRE BOX: 80, 60, 50, 40, 35, 30, 25, 20, 16, 12, 10 and 8 h. p., etc.

BOILERS—VERTICAL: 50, 40, 35, 30, 25, 20, 16, 12, 10, 8, 5, and 3 h. p., etc.

HEATERS: All sizes, open and closed.

PUMPS: All sizes, Single and Duplex.

SCALES: Five-ton Fairbanks, Wagon Scales. Also full assortment of new machinery.

Sole manufacturers of the celebrated "LEADER" INJECTORS and JET PUMPS. Send for circular. THE RANDLE MACHINERY CO., 1748 Powers St., Cincinnati, O.

**AGENTS.**

BIG PROFITS—Selling vulcan fountain and stylo Pens. Well advertised; easy to sell. Write for catalog showing liberal discounts. Ullrich & Co., 27 Thames St., New York.

**FLOUR FOR SALE.**

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

**OFFICE APPLIANCE.**

SAFE. A good second hand Diebold safe, size 12x15x20, for sale. A good country grain office safe. L. J. Button Ele. Co., Sheldon, Ia.

OKLAHOMA IS THE PLACE for the hustler. With the same effort here, you get twice the results of the older states. Weatherwax & Co., Sapulpa, Okla.

**GRAIN WANTED.**

QUOTE ME on all kinds of grain and feed. Isaac Laplante, Fall River, Mass.

I AM always in the market for corn, oats and hay. C. H. Lumsden, Raleigh, N. C.

NEW WHEAT and oats of every description wanted. Mail samples and name price delivered Philadelphia. Address L. F. Miller & Sons, Philadelphia, Pa.

QUOTE US red and white oats, corn, corn chops, bran, cane seed, alfalfa, timothy and prairie hay. We buy every day. Doggett Grain Co., McKinney, Tex.

CORN WANTED—500 Cars for 16 stations on C., M. & St. P., C., B. & Q. and C., R. I. & P. Rys. North Mo., all season. Quote us regularly on ear and shelled corn, bran, shorts, oil meal and feed of all kinds. Alley Grain Co., Mercer, Mo.

WE WANT Barley, Cane and Millet Seed, Low Grade Wheat, Bran, Shorts, No. 3 or better White and Mixed Corn, and all varieties of Clover and Grass Seeds. Quote us and send samples. Address Pittman & Harrison Co., Sherman, Texas.

**GRAIN FOR SALE.**

FOR SALE—Wheat, Corn, Oats, and Kaffir Corn. Delivered prices made on request to any points in the United States. Stevens-Scott Grain Co., Wichita, Kans.

**HAY WANTED.**

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., 92 Board of Trade, Chicago, Ill.

WANTED—LARGE AND SMALL Baled HAY of the timothy, clover, mixed and clover grades. Also No. 2 natural Berry white oats. Will purchase outright or handle on commission. Liberal advances made on consigned shipments. Best possible results guaranteed. Write, W. D. Power, 601 West 33rd St., New York.

**SALT FOR SALE.**

WANTED—Elevator companies to write us for prices on our high-grade salt in new barrels. Colonial Salt Co., 317 Dearborn St., Chicago, Ill.

**BUCKWHEAT FOR SALE.**

RECLEANED GRAIN Japanese Buckwheat for sale. Dry and free of straws and gravel. H. B. Low & Son, Orangeville, Pa.

BUCKWHEAT GRAIN.  
BUCKWHEAT FLOUR.  
BUCKWHEAT GROATS.

FOR SALE BY  
MINER-HILLARD MILLING CO.,  
WILKES-BARRE, PA.

**BUSINESS WANTED.**

I WANT TO BUY a good business or farm from owner for cash. Give particulars and price. Address Box 5951, Cherry Valley, Ill.

**MOTORS AND DYNAMOS.**

ALTERNATING OR DIRECT CURRENT motors and dynamos any size. We install complete electric plants and build special motors and dynamos for every purpose. Send us your repair work, and we will save you time and money on same. Pan Electric Mfg. Co., 735 S. 4th St., St. Louis, Mo.

**SHELLERS.**

FOR SALE—Keystone power portable corn sheller; four hole good condition, used only one season. Alley Grain Co., Mercer, Mo.

FOR SALE ONE CORN SHELLER. Capacity 1,500 bus. per day; in good condition. Will sell cheap. Address Geo. A. Brown & Son, Brighton, Ill.

**INFORMATION FREE.**

READERS DESIRING to learn by whom, or where any grain handling machine or device is made can generally obtain it promptly by addressing, Information Bureau, Grain Dealers Journal, Chicago, Ill.

INFORMATION WANTED—We would like very much to have information from any grain dealer who has had experience regarding the reliability and service of the Sprague Mercantile Agency, 184 La Salle St., Chicago, Ill. Address B. V. O., Box 12, Grain Dealers Journal.

**FLOUR AND FEED STORE.**

FOR SALE—Flour and Feed store with cornmeal, buckwheat and Feed mill all complete. Doing a good business. Will sell reasonable. Everything new. Would trade for small farm in Ohio or Indiana. Address J. J. W., Box 10, Grain Dealers Journal, Chicago, Ill.

**LUMBER MILL FOR SALE.**

FOR SALE—Lumber factory with 2 acres land. Planing mill with sawmill attached along side of H. V. R. R. with side track now in. Good location and at a bargain. Address Box 824, Upper Sandusky, Ohio.

**POULTRY FOR SALE.**

RHODE ISLAND REDS—The great utility fowl. Every Elevator operator should have some. Old and Young birds for sale. Address: Grove Poultry Yards, Downers Grove, Ills.

We Sell  
**OKLAHOMA**  
GRAIN ELEVATORS  
WEATHERWAX & CO., Sapulpa, Oklahoma

WE BUY PURE SOFT WINTER WHEAT  
CHOICE WHITE CORN (either ear or shelled)  
Cincinnati official weights and grades final.

PERIN BROS.,

Millers

Cincinnati, Ohio



## SEEDS FOR SALE.

**FOR SALE—MILLET SEED** a specialty. Also deal in all kinds of grain and seeds. D. H. Clark, Galt, Mo.

**NORTHERN GROWN TIMOTHY SEED**, seed grain and Red River early Ohio potatoes. N. J. Olsen Co., Moorehead, Minn.

**NORTHERN SEED OATS**—This year try oats raised in the hardy northwest climate. Heavy, clean, rust resisting. Fargo Seed House, Fargo, N. D.

**MINNESOTA SEEDS** for sale. Clover, Alsike and Timothy. Minnesota grown. Write for samples and prices. R. E. Jones Co., Wabasha, Minn.

**SEEDS FOR SALE**—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Write for prices. Illinois Seed Company, Chicago, Ill.

**WRITE US FOR QUOTATIONS** on kaffir corn and milo maize. Will quote sacked or bulk delivered anywhere. New crop will soon be moving. The Western Grain Co., Wichita, Kan.

**NEW MADRID SEED CORN** for sale in car lots. Both white and yellow. Specially selected and put up in even weight branded bags. Jasper, Newsum & Co., New Madrid, Mo.

**PURE BRED SEED OATS**—I have for sale this year some fine extra heavy pure bred Swedish select oats and national oats. Write for samples and delivered prices on 100 bu. or more. L. C. BROWN, La Grange, Ill.

**A FEW CAR LOADS OR LESS** of choice blue stem seed wheat. Grown on the timber lands of the Minnesota River Valley. Also timothy seed and Minnesota grown seed oats and barley. Write for samples. St. John Grain Co., Heron Lake, Minn.

**KAFFIR CORN, MILOMAIZE, CANE SEED.** Write us for prices, bulk or even weight, sacked, recleaned if desired. F. O. B. Okla. City, Kansas City, St. Louis or Chicago. Immediate shipment. Address E. R. & D. C. KOLP, Okla. City, Okla.

**SEED CORN FOR SALE.** The world's best Johnson Co., White Dent Johnson Co., yellow dent and Reids yellow dent. Pure and true to name. Address B. F. Cole, Trafalgar, Johnson Co., Ind.

**Want a Job?** —Advertise in the Situations Wanted columns of the Grain Dealer's Journal.

**SALVAGE GRAIN  
OFF GRADES and  
DAMAGED GRAIN**  
Bought and Sold.

WM. B. GALLAGHER, 72 Pearl St., Buffalo, N. Y.

**THE TOLEDO FIELD SEED CO.  
CLOVER AND TIMOTHY SEED**  
Consignments Solicited.  
Send Us Your Samples.  
ASK FOR OUR DAILY BIDS  
TOLEDO, OHIO

## SEEDS WANTED.

**SOFT WINTER WHEAT WANTED** —Submit samples for quick prices. Perin Bros., Cincinnati, Ohio.

**SEEDS WANTED**—Clover, Timothy, Millet, Hungarian, Red Top and other Field Seeds. Send Samples. Illinois Seed Company, Chicago, Ill.

**YOU CAN EASILY** find a buyer for your pure seeds and grains by placing an ad in this column. Send to Mgr. Want Ad. Dept., Grain Dealers Journal for particulars.

**WE ARE IN THE MARKET FOR** CLOVER millet, alfalfa, kaffir and cane seed. Address C. B. I., Box 12, Grain Dealers Journal, Chicago.

**FIRST-CLASS EUROPEAN SEED HOUSE** wishes offers of Alsike, red clover and timothy seed from such dealers who have no agents in Europe. I also want sample offer on squash seed for medical purposes. Apply to I. L. RADWANER, 229 Broadway, New York.

## SEEDS WANTED.

**OATS WANTED**—White Russian, Horse Mane and Mammoth Side. Send sample. L. N. Kellogg, No. Ferrisburg, Vt.

**SEEDS WANTED**—We are buyers of low grade clover seed and tailings. Send average samples and lowest prices or we will make prompt bid. Kerr Bros., Bellefontaine, O.

**CLOVER SEED WANTED**—Any quality or condition; buckhorn lots a specialty; also clover tailings. Send fair average samples with bottom prices, or ask for bids. C. C. Norton's Sons, Greenfield, Ohio.

**OKLAHOMA** is coming to the front fast as a grain producing state. For particulars write Weatherwax & Co., Sapulpa, Okla.

**CLOVER** we buy and sell. If you have any or want any, please ask us for samples and prices. We can do you good.  
STOECKER SEED CO., Peoria, Ill.

## WE PAY CASH FOR FIELD SEEDS.

**Kaffir Corn, Milo Maize, Sunflower Seed**

Send samples and quote prices. Can use the above in small lots shipped in cars containing choice yellow corn, standard white oats and choice feed barley.

EDWARDS & LOOMIS CO., 342-352 No. Elizabeth St., Chicago, Ill.

## SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

## THE ALBERT DICKINSON CO.

Clovers

Timothy

Flaxseed

Bromus inermis

Dwarf Essex Rape Seed

Main Office, CHICAGO, ILL.

## SEEDS

Blue Grass  
Orchard Grass  
Millets, Hungarian  
Redtop, Seed Corn  
Peas, Beans, Bags, etc.  
MINNEAPOLIS, MINN.

## WE ARE DEALERS IN SEEDS

Timothy, Clovers, Millets, Etc.

Also Seed Grain

MINNEAPOLIS SEED CO.

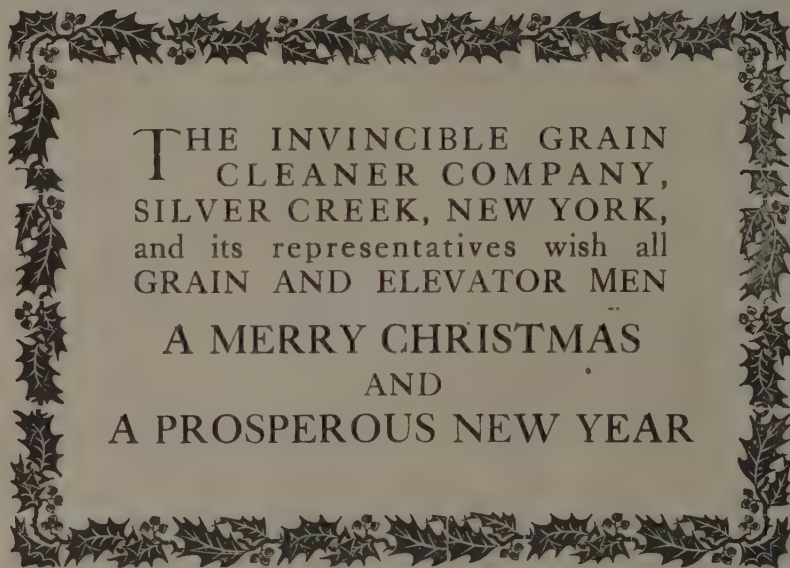
MINNEAPOLIS, MINN.

## SEEDS WANTED

Kaffir Corn, Milo Maize, Cane Seed,  
Broom Corn, German, Siberian, Early  
Fortune Millet and Sunflower Seed.

Send Samples and Quote Prices in Car Lots.

**THE QUAKER OATS CO., CHICAGO, ILLS.**



## REPRESENTATIVES:

J. H. PANK, 512 Traders Bldg., Chicago, Ill. Phone Harrison 667  
C. L. HOGLE, 623 Board of Trade, Indianapolis, Ind.

F. J. MURPHY, 225 Exchange Building, Kansas City, Mo.  
N. W. Representatives: STRONG-SCOTT MFG. CO., Minneapolis, Minn.

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*are cheapest in the  
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THE BEST IS ALWAYS CHEAPEST

THE BEALL IMPROVEMENTS COMPANY  
DECATUR, ILL.



## GRAIN DEALERS JOURNAL

Published on the  
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### The Advertising

value of The Grain Dealers Journal as a medium for reaching the progressive grain dealers and elevator men of the country is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms, place your announcements in the leading Journal.

The rate for Advertisements in the "For Sale" and "Wanted" Departments is 15 cents per line for each insertion.

### Letters

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered as Second-Class Matter Aug. 5, 1898, at the Post Office at Chicago, Ill., under Act of March 3, 1879.

CHICAGO, ILL., DECEMBER 25, 1909.

*"The World is so full of a number of things,  
I'm sure we should all be as happy as kings."—Robert L. Stevenson.*

EXPENSE BILLS are the property of the shipper and should be returned to him whether he demands it or not.

READERS who neglect our advertising pages often miss a splendid opportunity to promote their own business interests.

THE explosion of grain dust at Waukegan this month again calls to mind the necessity of keeping elevators clean and free from dust.

A JERSEY CITY court has ruled recently that bucket-shop transactions are not valid, and by so doing turned down claims aggregating about \$700,000.

ANOTHER Ohio bucket-shop man has been fined heavily, but still the profits derived from the suckers bets are sufficient to keep the tricksters in business.

JUDGING from inquiries we have been receiving lately more country elevator men are installing feed mills this season than usual. This is probably due to the higher price of feed stuffs. Screenings, off grade grain and grain which is heating can, if well dried, be disposed of profitably through the medium of a good feed mill.

STATE legislatures will soon be in session again and the usual number of fool bills for the regulation of business will be sprung upon an unsuspecting public.

UNDERBILLING of interstate shipments of grain is a criminal offense, and no doubt where it is proved that underbilling was done intentionally some one will be punished.

START the new year with a determination to profit by the experience of your brother dealers. Read their opinions and apply their views where it can be done profitably to your own business.

BUYING corn which has been stored upon the ground or only recently gathered from the ground is accompanied with unusual danger because of the snow and moisture in the grain before the snow came.

THE SHIPPER whose grading of his own grain can be depended upon is often a gainer because of his commission merchant's willingness to sell the grain in advance of arrival and guarantee the quality.

AN OVER-HEATED office stove is credited with the destruction of another Illinois elevator. If the office had been separate from the elevator and some distance away, the plant would readily have been saved.

ALTERING a weight certificate with acid ink eraser seems very likely to get a southwestern shipper in much trouble. Forgery of a certificate of weight or inspection is just as much forgery and a penitentiary offense as altering a check or a bank draft.

SHIPPERS who do not enjoy being duped by ambitious freight agents, who capture their shipments through error in quoting rates of routing freight should take the matter up with their representatives in Congress and emphatically insist upon early relief.

ONTARIO'S Railroad Commission has ordered rail carriers, failing to provide grain doors for cars, to reimburse shippers at the rate of \$1 for a lower door and 50c for an upper door, or \$3 per car. This is no more than shippers are fully entitled to receive. Grain shippers would much rather carriers would provide the doors, even tho they are paid a profit for making them.

CLIMBING upon the farmer's wagon to bid against one another for the load is a practice that dealers in one town in northern Indiana have found so unprofitable that when recently gathered in conference neither of those guilty could or would defend what one of them described as virtually auctioning off every load that came to town to the highest bidder. By common agreement they will remain in their offices hereafter.

THE DEMAND for the deposit of margins to cover the decline or advance in market price of grain sold for delivery beyond 30 days' continues to gain supporters and no doubt the long time contracts will soon be handicapped by margins or else discontinued.

THE PROPOSITION to increase the minimum carload weights will be discussed by the Central Freight Ass'n at its meeting in Chicago early next month. Grain shippers who see in the new schedule a handicap to their business should let their voices be heard early.

PITTSBURG is sure to have better weights in the near future, as the Grain Exchange proposes to elect a Chief Weighmaster and induce the railroads to establish team track scales. Other markets have gained by this innovation and surely it will prove a profitable change for Pittsburg.

SIGNING bills of lading without writing "Signed under Protest" above the signature is very likely to make much trouble for the signer should a controversy arise which takes the matter into court. Protect your own business interests by writing a protest on every bill of lading you sign.

ILLINOIS shippers are experiencing more and more difficulty in obtaining sufficient cars to accommodate their business. Snow, ice and low temperature are making it even more difficult for the railroads to move cars that are loaded so that shippers are very cautious about selling grain for early delivery, and wisely so.

COUNTRY SHIPPERS who actually pay more for corn filled with water at their station than they are bid for No. 3 are courting disaster. It is much better to let competitors have the grain when there is no profit in it than to bid up until your house is full and then hold it with the faint hope of being able to sell it at what it cost.

KINDLY dealers who have many friends in the trade should keep on the lookout for a young man of light complexion and curly hair, who is the son of any prominent grain man you happen to mention, and inasmuch as he has but 85c left he begs the favor of a temporary loan. Investigation generally develops the fact that he is an imposter. Look out.

THE RULING of the Interstate Commerce Commission, stopping the payment of elevation allowances to elevator men at terminal points on western lines, has again been postponed. This time to April 1, 1910, so that until All Fools' day the elevator operators will be in doubt as to future allowances. Is the commission determined to spring another joke on the grain trade?

PROMPT notification of all essential information regarding each shipment to commission merchant will greatly facilitate the handling of the shipment and prove to the advantage and profit of the shipper. Delayed advices often result in demurrage and sale on unfavorable markets.

REPORTS from Nebraska, Iowa and Illinois are to the effect that stock is being killed by what is known as the corn stalk disease. This affliction seems to be taking off cattle and horses which are permitted to help themselves in the field; some are disposed to believe it is due to overfeeding or indigestion, and others credit the trouble to moldy corn.

BUCKETS AND BARRELS of water have saved another elevator by being on hand ready for use. This latest extinguished fire to their credit occurred recently at Allentown, Ill. The experience of all mutual fire insurance companies making a study of hazards credits this simple apparatus with extinguishing more fires in their incipency than all other fire fighting apparatus combined.

NOW that enthusiastic champions of waterways to run from anywhere to everywhere have had their say, the men of experience who know how impracticable the navigation of creeks and bayous has proven have come forward with denunciation of the many schemes. It is to be hoped the people will come to their senses before the inland waterway mileage exceeds the railway mileage.

GOVERNMENT crop reports seem to be less dependable than ever. Probably because the basis by which they are computed is older than any time since the last census. Next year they may be expected to be even farther from the truth but in 1911 the acreage, according to the new census, may be available for the use of crop report compilers and more dependable information served for a time.

THE Grain Dealers Journal staff wishes its many friends in the trade a very Merry Christmas and a Prosperous New Year filled with harmony, happiness and contentment. We sincerely hope the coming year will give us greater strength and ability to bring helpful information to the members of the grain trade, and most heartily thank our readers for their words of appreciation of our past efforts.

OFFICE INSPECTION of grain has a new champion in the secretary of the Kansas Grain Dealers' Assn, who asks that grain be sampled only in the yard and inspected in an office under uniform conditions of light and heat. This idea seems to be gaining favor in the markets throughout the land. Whether it results in more uniform grading and fewer appeals has not as yet been proven to the entire satisfaction of everyone.

NORTH DAKOTA'S representatives in Congress again wedged their way into prominence by introducing a federal grain inspection bill. The latest bill requires the chief inspector to examine samples of grain whenever presented and like its predecessor is aimed principally at the Minnesota department, upon which a federal inspection department would be no improvement.

TWO LIVES have been sacrificed recently by exposed machinery, due partially to neglect in permitting machinery to remain exposed and partially to the over-confidence or carelessness on the part of the men killed. Set screws, conveyors and fly-wheels can be protected to the advantage and profit of all concerned without in any way reducing the efficiency of the plant.

FARMERS always have more confidence in posted prices than in verbal quotations, hence it is much easier for the average country buyer to stick to the prices he has posted on his blackboard. When the price is posted, the farmer has every reason to believe that the dealer is offering all he can afford to pay for the grain. The experience of dealers who have long posted their prices confirms the opinion that posted prices always make for steadier markets.

CLEANING CORN is always a profitable labor. Many shippers of the corn surplus sections are today paying dearly for not running their corn through cleaners with good blasts. Receipts in several markets contain sufficient snow to reduce the grade. In some cases this is due to carelessness of workmen; in others to the fact the corn shelled was gathered from ground covered with snow and no effort whatever made to remove it. Should the shipment encounter warm weather the snow would be turned to water and the grain would soon heat and spoil. A good cleaner properly operated is always a good investment, and will quickly pay for itself on this year's corn.

NOT LONG ago a few of the large grain exporters of Buenos Aires organized a so called grain exchange for the purpose of dealing in options with the desire of reflecting more truthfully the influence of supply and demand on the market value of the country's grain. For a time the grain exchanges of the great grain markets of the world gave full credit to the Argentine organization for honest endeavor, but recent wild fluctuations in its market prices on wheat disclosed a desire to mislead the grain dealers of other countries through the medium of fictitious fluctuations. Hence it is but natural that today the quotations of the Buenos Aires Exchange are dishonored and refused a place upon the blackboards of the world's grain markets. The trade cannot afford to assist in the promulgation of dishonest quotations or other reports designed primarily to deceive,

INSPECTION CHARGES, which include the cost of sampling when wanted at Chicago, are meeting with considerable opposition, the recent advance to 50c a thousand bushels being considered exorbitant by many. Shippers out of the market, however, have centered their opposition on the cost of inspecting a carload of oats, which, in the case of large cars, is nearly double the former cost. If the Illinois Railroad and Warehouse Commission would only improve the quality of the service, so that all would willingly depend upon the grading of the department, fewer protests would be filed by members of the trade.

THE delayed movement of corn and wheat, together with the oats in farmers' hands, promises to give the grain dealer more to handle during the next few months than generally has been his lot during the early months of recent years. Nebraska seems to have fully 50 per cent of its wheat back and more of its corn, while Kansas and the northwest farmers are still retaining much of the wheat in hopes of realizing a higher price. Eastern and southeastern consuming sections have fully exhausted their home supply and while they will pursue a hand to mouth policy until after inventory day, they may be expected to be active buyers from the beginning of the new year.

TEAM TRACK WEIGHTS have never been satisfactory in terminal markets because the weighing has always been done by so many different parties. It has been next to impossible to obtain uniform weights or practices. Many shippers have taken the precaution to warn their receivers against permitting their consignments to go to team tracks for unloading, as experience has proven beyond doubt that such weights are generally the most expensive and seldom correct. Shippers to Chicago and St. Louis have been striving for months to bring about the supervision of such weighing by the grain exchange weighing departments. To accomplish such results it will be necessary for railroad companies to establish scales in their yards, which in itself will be a step in advance, as in many places the grain is now weighed on the unreliable scales of the buyer or of a nearby coal merchant. The retail feed merchants of the large cities do not always have scales of their own, but they have accommodating friends near at hand. Judging from experiences of shippers in the past the railroads have lost many times the cost of scales and their maintenance in reduced freight earnings, as the carriers, like the shippers, have accepted the team track weights which are so often short of the shippers' weight.

Little Jack Horner, caught in a corner,  
 Couldn't have Christmas pie;  
 For Jack was a sport who sold wheat  
 short,  
 Just before it went sky high.  
 —Ware & Leland.



## CONSIGNING TO NON-MEMBERS.

Many, many times in the past few years have we warned readers against consigning grain to non-members of grain exchanges in the organized markets. Yet each month brings to light some poor shipper who has been imposed upon by a stranger who remained in the central market just about long enough to transfer the value of the grain to his own account. It is not often that we are able to explain in detail the methods pursued by these swindling operators, but in the case of Esterman & Co., who recently left Toledo with several thousand dollars belonging to over-credulous shippers, we are able to give the explanation of one shipper who lost heavily through over-confidence. Same will be found in "Letters from Dealers" this number.

If shippers would always consign grain to their own order and refuse to release shipment until draft was paid, heavy losses like those incurred on shipments to Esterman & Co. would not come to the shippers.

If more members of the organized exchanges would advertise their membership and point out to shippers the efforts made by the exchanges to protect the interest of out-siders, dealing in their market, fewer impositions of this character would be reported. Shippers would seldom suffer losses because they would not think of doing business with any non-members. It has always been the rule of the Grain Dealers Journal so to classify its advertisers in the different markets as to show who are members, and it has always been the editorial policy of this Journal to recommend that shippers confine their dealings in organized markets to members of the grain exchanges. It is the safer and the more profitable course to pursue.

## REINSPECTION AT TERMINALS.

Reinspection of grain upon arrival at unloading elevator or mill in terminal market is all right, but the shipper should not be expected or required to guarantee the quality of his grain one, two or three weeks after its arrival. Plugged cars and cars loaded too full to permit of inspection must, of course, always be expected, as the shipper is himself to blame for all such. No one has successfully defended the rule of any exchange requiring shipper to guarantee in perpetuity the quality of his grain and none ever will do it. In several markets, however, where buyers seem to control the rules committee shippers are required to stand for a deterioration of grain sold between time of inspection upon arrival and inspection upon unloading. Other markets, where the interests of shippers are more fairly considered, require buyers to reject purchase on or before noon of the day following sale or to keep their peace thereafter.

Last November Fields & Hedges of Akron, Ia., shipped a car of corn to Carter, Sammis & Co., Minneapolis. Eight days later consignee reported car received and applied on sale at 3c discount on account of grading "no grade." Ten days later the shipper was advised that corn was sprouting and spoiling. He was offered 43c for the shipment and asked to advise whether it should be sold or run through drier at cost of 4c per bushel and shrinkage. Shippers do not have to stand for any such treatment. It is unreasonable and unfair, but so long as they fail to protest to the exchanges against these unreasonable rules a continuance of such treatment may be expected.

If the shippers will take up the matter in earnest and vigorously protest against every grain exchange enforcing such a rule, relief will soon be granted.

## CHRISTMAS IN THE GRAIN TRADE.

The old, old story of "Peace on Earth Good Will Toward Men" has an added meaning to those engaged in the trade each year, because each Christmas finds more of those engaged in the business throughout the year occupied at Christmas time in sending out messages of good cheer. The regular conventions of the organized associations, the occasional gathering of dealers for the consideration of different trade subjects, the increased visiting of dealers in the different markets, all help to promote the good will spirit thruout the trade.

There is a growing disposition among competitors to abandon the old resentful ways of acknowledging the competitors' animosities, and instead of striving to avenge real or suspected wrongs by paying more for grain than it is worth, or telling mean things about the competing buyer, which would assist the farmer in inducing him to pay more for grain than it is worth, dealers are given to remembering the pleasant things in the trade experiences of the year.

It pays not only to forget and forgive, but it is even more profitable to call up the offending dealer this morning with a cheery "Hello John! I wish you a Merry Christmas," and say it as though your heart was in every word. John may covet the lion's share of the station's receipts, but the more he is impressed with the fact that he has your good will, the more difficult will it be for him to force you to pay more than the grain is worth.

Dealers do not engage in over-bidding contests with the expectation of realizing a profit therefrom. The action is prompted solely by a narrow jealousy or hatred which has no toleration for the fair-minded spirit of the Christmas season. At every station where the competing buyers are able to maintain a good will season every week of the year the grain business is a joy, as well as a profitable calling. Every dealer, who has tried the good will methods for the Christmas season has always thereafter wished that it might become permanent at every station.

## GOVERNMENT OWNERSHIP OF ELEVATORS.

For several years the grain growers of Manitoba and the Northwest Territories have persistently demanded that the government own and operate grain handling facilities at terminal and country markets so as to insure farmers' grain being handled in a way to reduce the cost of getting it from the producers to the consumers to the smallest possible figure. For a time the government officials of the different provinces have stoutly held out against the farmers' demand, altho they have readily granted regulation for nearly every one identified with the grain trade in an effort to appease the restless farmers of the Northwest.

The farmers are so numerous, and the demand of the agitators so persistent the Manitoba officials have finally agreed to grant government ownership, if the farmers will come forward with a practical plan of operation. The history of all government efforts in business discloses a cost greatly in excess of any cost ever incurred when the same business is handled by private enterprise. Politicians are seldom practical business men and their tenure of office not often is sufficient for them to become efficient in any line of business the government may be striving to conduct.

The granting of government ownership in the Canadian Northwest is probably the best thing for the farmers and for the grain dealers, as it will set at rest the agitation and relieve the grain dealers of the suspense. That the middleman's profit will be saved either to the producer or consumer cannot be expected, but both the government and the farmers will get enough experience to cure them for all time to come of this paternalistic hobby. Success cannot even be hoped for; it is impossible.

The grain men of the Canadian Northwest, who have realized handsome profits from handling the country's surplus grain from the producer to the foreign consumer, did so because of his many years' experience and thoro knowledge of the details of the grain business not only in his own country but elsewhere. Through years of experience he has learned of the influential factors which make for changes in prices and by careful selection has found channels of information upon which he could depend. Those who will successfully compete with him in finding a market for the surplus grain of the Northwest must bring to his support the same facilities, the same experience and the same acuteness in discerning opportunities to market grain advantageously.

The proper province of government is to govern, to regulate in the interest of equity and fair dealing. Whenever any government stoops to serve in any capacity it makes a dismal failure, where private enterprise would have made a glowing success.

*Be so full of sympathy that all whom you meet can feel that yours is a Christmas soul.*

"Many Merry Christmases, many Happy New Years, unbroken friendships, great accumulations of cheerful recollections, affection on earth, and Heaven for all of us."  
—Charles Dickens.

## Letters From Dealers

[Here is the grain dealers forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

### INCREASE IN MINIMUM A DISADVANTAGE TO INTERIOR DEALER.

*Grain Dealers Journal:* Regarding the increasing of the minimum weight of grain for carload rates, would say that in my judgment it would work to the disadvantage of both the buyer and shipper engaged in the interior trade, and that class of trade is increasing very rapidly with the country elevators.—The Royce & Coon Grn. Co., A. E. Royce, pres., Bowling Green, O.

### INCREASE IN MINIMUM A HARDSHIP.

*Grain Dealers Journal:* In our opinion further advance in the minimum weight on carloads of grain would be a severe burden both to the shipper and interior buyer, more especially the latter. A further raising of these weights would naturally drive the interior dealers into buying split cars, which we do not believe is advantageous to the railroad companies. We find it very hard now for a great many of the interior dealers to handle a minimum car of oats, corn or barley, and it would certainly be a handicap if the minimum is advanced. Yours truly, McLane, Swift & Co., Battle Creek, Mich.

### INCREASING CARLOAD MINIMUMS WILL WORK GREAT HARDSHIP.

*Grain Dealers Journal:* Personally, we are very much opposed to increasing the minimum weight for cars of grain. We think it should be decreased rather than increased. The whole proposition is intended to play into the hands of the larger elevators, who make a specialty of getting out mixed cars of grain and feed. Many of the small consumers of grain in the East are not in position to buy a large car of corn or oats, and in order to avoid the necessity of paying excess freight or over-stocking themselves they resort to the plan of buying a car of part of each kind of grain. We have had a great deal of complaint on account of the present minimum being too high.

If we would for a moment analyze what it means to be obliged to load a car with 67,200 lbs. or 1,200 bu. of corn, or 51,200 lbs. of oats or 1,600 bu., we see at once that it makes a hardship in loading many of the small box cars now in use, even with corn. To get this amount of oats in these cars is an impossibility, altho their marked capacity may be very much above this figure.

We have requests every day from the consuming trade in the East to ship cars not exceeding 1,000 bu. of corn and 1,200 bu. of oats. Were we able to ship cars of 800 bu. of corn and 1,000 bu. of oats

we would often be able to secure  $\frac{1}{2}$  or even 1 ct. per bu more for it than we are able to secure for the larger cars. It will be a great hardship on the shipper and on the Eastern consumer, if the minimum is increased.—Very truly yours, Crabbs Reynolds Taylor Co., A. E. Reynolds, pres't., Crawfordsville, Ind.

### PROTEST AGAINST INCREASE IN MINIMUM WEIGHTS.

*Grain Dealers Journal:* I wish to enter my protest against such a ruling as that which the Central Freight Ass'n is discussing now. I think that ass'n must be made up of a very smart set of men—as railroad men generally think they are.

The idea of putting a carload of oats at 51,200 lbs! They had better go out and look at the size of the box cars and I think then they would find not one in 1,000 into which we could get 51,200 lbs. Had I been in their place I should have said 51,120 $\frac{1}{2}$  lbs. as that quantity might be gotten into a car.

Such an arbitrary ruling as this will wipe out the small shipper and buyer and that is what it is intended to do; so let us be up and doing.—W. B. Essick, mgr. Manley Co-op. Grn. Ass'n, Manley, Neb.

### EXCHANGES SHUD HAVE UP-TO-DATE LISTS.

*Grain Dealers Journal:* We have noticed for some time agitation relative to trades of shippers and dealers being confined to those who are members of some Board of Trade, Chamber of Commerce or similar organization at such markets as have them. This is a very good plan to follow, but it is often very hard to know who these members are, very frequently without taking time to write, which takes so long. If these different Exchanges, Boards of Trade and Chambers of Commerce had published lists of their own members, the trade would then very easily keep informed, otherwise, this is impossible unless their printed stationery shows that they are members.—Very truly yours, Stockbridge Elevator Co., Sheldon, Jackson, Mich.

### HOW ESTERMAN & CO. DUPED SHIPPERS.

*Grain Dealers Journal:* It may interest grain shippers to know how Esterman & Co., who did a receiving business at Toledo, O., a few days got shippers' money. After receiving daily letters from him for several days, I sent him at his request a sample of off-grade wheat, and in a day or two received a letter stating what he could get for it, which was ten to fifteen cents per bushel over what I had been getting for it.

I shipped him a car to be sold on Toledo market, making draft according to his letter, leaving a margin of about five cents a bushel. He did not take up the draft, but telegraphed me to have the railroad transfer the car to the party to make delivery on sale. After I had done so I received bill of lading and draft was returned. He then wrote me to reduce the draft, and to send either the bill of lading to him or have it sent to the local agent of the CCC&StL at Toledo, and he would forward \$800 to me immediately. I turned over to the railroad agent the bill of lading and ordered the car released. The car was released, he drew the money and left the city the same day. In the meantime I had become uneasy and concluded to go over and find out

about it. He has never sent me any statement showing returns on the shipment.—O. R. C.

### A FALSE ECONOMY PROPOSED.

*Grain Dealers Journal:* A grain exchange rule requiring members to recall all traveling solicitors might effect a permanent reduction in the expense of getting business and likewise a reduction in the business obtained, but such action could hardly be considered a practical economy. The disputes and differences settled, the grievances discovered and appeased and the overdrafts collected by the alert traveler make him indispensable to the commission merchant.

If commission men and track buyers are earnestly desirous of working a real economy in the trade let them cease flooding daily the offices of country shippers with market literature which they can not read if they do anything else. Let each exchange publish daily the views of all the members who desire the opinions made public, together with all the real information obtainable and a full list of members in a paper and mail to every grain shipper in the territory tributary to that market. This would reach every possible patron without duplication and reduce the cost of printing and circulating the information fully ninety per cent.

It would also reduce the labor necessary for shippers to learn what they want to know about the market and place it in compact form suitable for filing for reference. If all grain exchanges would adopt the same plan simultaneously the reform could readily be introduced and the exchange membership published frequently to the great advantage of both shippers and receivers.—B. P. F.

### INCREASED MINIMUMS WOULD RESULT IN SPLIT CARS.

*Grain Dealers Journal:* We think that it would be very unwise for the railroads to enact a rule increasing the minimum weights. A great many of the elevators in C. F. A. territory are of such capacity that they cannot accumulate carloads of any one kind of grain to the extent of the weights named, and on the other hand the buyer has but limited storage room for the various grains, as he has to carry so many different kinds in stock, and consequently can take care of but a moderate amount for a carload.

Then, again, the rules of the various Exchanges covering contract quantities per car are: 1,000 bus. for rye, wheat and corn, and 1,500 bus. for oats, and it certainly would demoralize the situation to have these quantities changed. If any changes in the minimum weights are to be made, they ought to be made same as the contract size of cars in terminal markets, which would be as above—1,000 bus. on corn, rye and wheat, and 1,500 bus. on oats.

Should the railroads carry out the rule regarding minimum weights it would mean that a great many small firms would have to go out of business—both east and west—and it would throw the business to a few large firms. Furthermore, it would also force the business to split cars, which would be a very expensive proposition, as it would take considerable lumber to build bulkheads, and with the high cost of lumber and labor that means quite an expense. Yours truly, Henry L. Goemann, Toledo, O.



## FAVOR INCREASED MINIMUM WEIGHTS.

*Grain Dealers Journal:* We have carefully noted the proposed increase in the minimum weights governing carload lots of grain. Perhaps the best outline of our position in the matter which we can give you would be an extract from a letter written by our Traffic Manager, Mr. M. F. Doyle, to one of the officials of the roads interested.—Yours very truly, The Cleveland Grain Co., F. E. Watkins, Cleveland, O.

## The Cleveland Grain Co.

Cleveland, O. Nov. 4, 1909.  
Mr. W. T. Stevenson, C. T. B.,  
C. C. C. & St. L. Ry. Co.,  
Cincinnati, Ohio.

Dear Sir: We are heartily in accord with the efforts of the carriers to force heavier loading of their cars, as we believe that it is entirely proper that this should be done, and think that the adoption of increased minimums would to a great extent help the situation when cars are scarce as at present. We think, however, that the proposed increase is too radical. As you know, there will be considerable opposition to any increase in these minimums, and, in our opinion, the carriers should not make any advance which they are unable to defend.

Our experience is that the average carload from the country elevator is as follows:

Barley .....	1,200 bus.	57,600 lbs.
Corn and rye.....	1,000 bus.	56,000 lbs.
Oats .....	1,500 bus.	48,000 lbs.
Wheat .....	1,000 bus.	60,000 lbs.

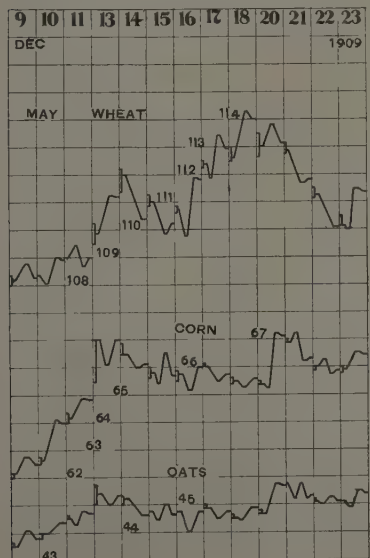
Cars loaded for small dealers or millers are usually as follows:

Barley .....	850 bus.	40,000 lbs.
Corn and rye.....	800 bus.	44,800 lbs.
Oats .....	1,200 bus.	38,400 lbs.
Wheat .....	800 bus.	48,000 lbs.

Of course, cars into the elevator are loaded to their full loading capacity. We think an advance in minimum weights in line with the average loading as shown herein would be entirely proper, and could be easily defended, and if such minimums are adopted we will do all we can to educate the small dealer to order in large lots. Please let us know what disposition is made of this proposition.—Yours very truly, (Signed) M. F. Doyle, Traffic Manager.

## Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for May delivery at Chicago for 2 weeks prior to Dec. 24 are given on the chart herewith.



"Christmas is indeed the season of regenerated feeling—the season for kindling not merely the fire of hospitality in the hall, but the general flame of charity in the heart."—Washington Irving.

## Crop Reports

## CANADA.

Winnipeg, Man., Dec. 15.—The final report of the Manitoba Dept. of Agrl. issued today, estimates the total grain crop of the province at 113,504,484 bus. compared with 113,058,183 bus. for last year. The total area in grain is 4,646,614 acres. To Dec. 1 the farmers had marketed 61.1% of their wheat or 27,994,553 bus. The total area prepared for the wheat crop of 1910 is 2,171,102 acres, compared with 2,733,802 acres for the crop of 1909. A regrettable feature of the report is the decrease in the acreage of wheat and barley, but this is attributed to the farmers' efforts for more summer fallowing and a rotation of crops to destroy noxious weeds. Oats and flax show a marked increase in acreage.

## ILLINOIS.

Piasa, Ill., Dec. 13.—We have a very good corn crop.—J. T. Darnielle.

Owaneco, Ill., Dec. 11.—Oat crop was twice as large as last year; test 32 lbs. per bu.—W. H. Ritscher.

Taylorville, Ill.—Oat crop is 25% less than last year; test 28 lbs. per bu.; 50% remains to be shipped.—Wm. Loveless.

Girard, Ill.—Corn acreage same as last year, condition fairly good. Wheat acreage 30%, quality excellent.—A. S. Harshbarger.

Carlinville, Ill.—Corn crop is the largest crop we had in years, big movement now. Wheat acreage is 125%, in fine condition.—C. R. Aden & Co.

Plainview, Ill., Dec. 13.—About the same size corn crop as last year, fair condition; 10% more wheat sown than last year, condition fine.—Arthur Boyle.

Shipman, Ill., Dec. 13.—About 25% more oats than last year, test 32 lbs. per bu. Corn crop is 25% better than last year, corn is grading No. 3.—F. B. Schultz.

Virden, Ill., Dec. 10.—Twice as many oats here as last year, test 27 lbs., about 20% remains to be shipped. Corn crop 25% larger than last year, better quality.—J. W. Bradway, mgr. Virden Grain Co.

Auburn, Ill., Dec. 13.—Corn crop is 20% larger than last year, better condition than it was last year, grading No. 3, farmers selling freely. Size of oat crop compared with last year is 200%, tested 32 lbs. per bu. About 25% more wheat sown this year than last, good condition.—J. W. Bro-nough.

Aurora, Ill., Dec. 17.—About 40% of grain here has been marketed; at least 1/4 more winter wheat seeded this fall, which is more than has been seeded in 30 years: one farmer got from 38 to 40 bus. per acre last year; expect to see the farmers bring in their grain right along now.—John Sheets, Aurora City Mills.

Brighton, Ill., Dec. 14.—About 40% more corn this year than we had last, condition good; farmers holding; we are paying 60c a bu. Acreage of wheat sown this year compared with last year is 110%, condition is good with the exception of some fields that are full of Hessian fly; a few fields of early sown wheat are entirely killed by this fly.—Geo. A. Brown & Son.

Mt. Morris, Ill., Dec. 17.—Only about 5,000 bus. of corn have been marketed, 20% of the oats and same of barley. In this locality corn is raised for local consumption, we have not had what you would call a full crop in three years. Some kind of a louse has been bothering the roots of the corn, and it seems this soil also needs a good fertilizer.—Ira W. Wingert, Wingert & Clevidence.

Illioopolis, Ill.—Mansfield-Ford Grn. Co.; eltr. of 100,000 bus. capacity, on Wabash; 5 years in business here; handles annually 250,000 bus. grain; also operate eltrs. at Lansville, Lake Fork and Walker; firm composed of Geo. E. Ford, pres.; H. F. Priest, vice-pres.; W. M. Close, sec'y, and N. A. Mansfield, mgr.—Illioopolis Farmers Grn. Co.; G. H. Gray, agt. in charge; eltr. of 100,000 bus. capacity, on Wabash; in business here 5 years; handles annually 350,000 bus. grain; company consists of J. I. Gordon, pres.; Theo. Johnston, vice-pres.; Henry Shafer, sec'y and R. F. Dunn, treas.

Auburn, Ill., Dec. 10.—Corn crop is 10% larger than last year, condition good. Oat crop is 33% larger and 50% better in quality than last year, test 32 lbs., 33% remains to be shipped.—B. Barbee, pres. Auburn Roller Mfg. Co.

Buffalo, Ill.—About 1/4 of oat crop remains to be shipped, test 31 lbs. per bu., 75% larger crop than last year. Corn crop is 20% larger than last year, big movement now, condition is poor, damp, almost everything grades No. 3. Acreage of wheat compared with last year is 120%, condition of growing wheat is fine.—J. W. Baker, agt. W. R. Vredenburg.

Bone Gap, Ill., Dec. 14.—I noticed in the last number of the Journal that corn is reported as not grading. I have shipped considerable corn to the same markets (Baltimore, Louisville and New Orleans), 89 cars to all points and have not lost a grade all grading No. 3, nor have I had a load to be put over the drier. I began taking in corn Nov. 11 at 70 lbs. to the bu. and at 50c per bu. and have paid that price straight thru. Our corn in this section was good in quality, though we had only about 1/4 of a crop. It now is about all out of the field and a few farmers still haul out of the crib. About 20% of the corn will remain in the farmers' hands, and out of this 20% not over 5% will be offered for sale later on. Our winter wheat is looking good and bids fair for a good crop; acreage is about 1/4 more than was sown in 1908.—J. H. Sims.

## INDIANA.

La Paz, Ind., Dec. 17.—The corn crop here is the best known for 10 years.—C. E. Shafer, Kraus & Apfelbaum.

Kendallville, Ind., Dec. 17.—Our grain has been moving quite nicely this season; crop and quality are good.—J. C. Fetter, Campbell & Co.

Greenwood, Ind., Dec. 11.—The growing wheat is looking fair; there was a good sized crop put out this year.—Chas. S. Campbell, Greenwood, Ind.

Indianapolis, Ind., Dec. 21.—Movement of corn during the week has been heavy. That received this week by local dealers has graded high, permitting rebilling.—F.

Ft. Wayne, Ind., Dec. 15.—Corn at our stations is getting into better condition and I think it will grade No. 3. Great many oats in farmers' hands.—Julius Nathan of Nathan & Levy.

Willow, Ind., Dec. 13.—Corn thru this section is the best for years and we are handling a large amount of it; we favor buying corn by the cwt. after Jan. 1.—Thomas Kinder & Co.

Ft. Wayne, Ind., Dec. 15.—New corn movement has been pretty good with us; shelled up a little the last 10 days. Now it is grading No. 3, but has been grading "bum" account of miserable weather.—M. Niezer.

## IOWA.

Gaza, Ia., Dec. 17.—Grain movement has been slow here; farmers are holding for higher prices.—E. P. Meyer, mgr. Gaza Grain & Supply Co.

Sioux City, Ia.—Much corn is down; 35% is still in the field. Not over 2% has been marketed. About 65% of the oats have been brot to market. Fully 85% of the barley has been shipped out from our stations.—J. A. Tiedeman.

Glidden, Ia.—Corn is not in condition to handle and practically none has been brot to market. I don't look for much of a Dec. movement. Not many oats have been brot to market and the farmers do not seem to be holding.—A. Morehouse.

Clarinda, Ia., Dec. 15.—Country roads have been impassable so we have seen no farmers until this week. Fully 90% of our corn crop is still in the fields. Some farmers are so discouraged by the poor prospect of gathering the crop they have turned their livestock into the fields to help themselves. At least 50% of our wheat crop is still in farmers' hands. We are shipping in both corn and wheat.—Ira W. Shambaugh.

Des Moines, Ia., Dec. 11.—In the northern section of Iowa 3% of the farm surplus of corn and 48% of the oats have been sold or contracted by the farmers. Average yield of corn is 33 bus. per acre; 59% of it was husked by Dec. 7, but recent snow storms and rains have done much damage to the corn in the fields and there has been little frost so far, so that the corn husked and in the cribs is not keeping well and there are reports of it moulding in some cases. If the corn could be properly harvested there would be an increase of shipments in this section as compared with last year, but the amount of merchantable corn for shipment is now very uncertain.

The movement anticipated during December, with few exceptions, is less than normal on both corn and oats. The acreage of winter wheat in this section, while small, is increased and growth conditions are favorable. In the central section of Iowa 6% of the farm surplus of corn and 39% of the oats have been sold or contracted for by the farmers. Average yield of corn is 35 bus. per acre; 71% of it was husked Dec. 1, but the snow storms and rains have considerably damaged it in fields in this section also. Shipments of corn will be about the same as last year unless the present unfavorable conditions continue. Movement anticipated for Dec. is, with few exceptions, less than normal on both corn and oats. Acreage of winter wheat slightly increased and condition favorable. In the southern section of Iowa 6% of the farm surplus of corn and 45% of the oats have been sold or contracted for by farmers. Average yield of corn is 29 bus. per acre; 64% of it was husked by Dec. 1. The central portion of the southern section of this state never ships corn to any extent and this year will import corn for feeding on farms, the yields in some localities being as low as 10 bus. per acre, tho the crop was much better in the eastern and western parts of the southern section than in the central. Anticipated Dec. movement of both corn and oats is less than normal with few exceptions. Acreage of winter wheat somewhat increased and growth conditions favorable.—George A. Wells, sec'y Western Grain Dealers Ass'n.

## KANSAS.

Agra, Kan., Dec. 9.—Condition of growing crops is excellent, almost 100%. Not much corn husked yet; averaging 20 bus. per acre; some fields on bottom land, 50 to 60 bus. Only about 20% of wheat held by farmers. Many of them want the \$1. Corn, 55c.—J. B. Edwards, mgr. Agra Grain & Elev. Co.

## MINNESOTA.

South Haven, Minn., Dec. 18.—Crops are exceptionally good in this locality; wheat averages about 23 bus. per acre; oats, 45; barley, 30; and rye, 20. Corn is fine. We will handle several cars of corn from here. About 60% of the small grain is marketed. Corn is just beginning to come in.—H. F. Goode, agt. Osborne-McMillan Elev. Co.

## MISSOURI.

Columbia, Mo., Dec. 11.—The total yield of corn for the present year is placed at 197,714,946 bus. on an estimated acreage of 7,205,396, compared with a total yield of 182,471,700 bus. in 1908 on an acreage of 6,530,410; the average yield per acre for the entire state is 27.4 bus., as compared with an average yield per acre last year of 28 bus., and the ten-year average of 28.8; the quality of the present year's corn crop is 77.5, as compared with 81 last year. The poor quality is due largely to the drought which checked the growth of the corn when it was in the most critical state—the "roasting ear period." Correspondents generally report an increased wheat acreage. This is true of every section of the state except the southwest, where the dry weather interfered with breaking ground for wheat and in getting the plowed ground in condition for seeding. The estimated number of acres seeded to wheat this fall is 1,233,887, as compared with 1,878,133 last fall, an increase of 45,748 acres, or 102.4 per cent as compared with the original acreage for the 1908 crop, which acreage was later reduced 4 per cent by freezing and overflows. The present condition of the new crop is 93.5, as compared with 79 at this time last year, and an average of 81.4 for the five years previous.—Geo. B. Ellis, sec'y Missouri State Board of Agrl.

## NEBRASKA.

Oakland, Neb., Dec. 16.—Ten % of our corn is down in the mud; 20% is still in the fields.—C. E. Ohlsen.

Lincoln, Neb.—Corn in our territory will yield 18 to 21 bus. to the acre. Fully 30% of the crop is still in the fields. Not over 3% has been marketed. Wheat crop was at least 10% above the average and 35% is still held by the farmers.—Lincoln Grn. Co.

Omaha, Neb.—I think the farmers of Nebraska are holding at least 55% of the wheat crop. We do not get many oats in Nebraska, but so far we have but 40% as many oats in Neb. and Ia. as we did all of last year. Corn has not moved from the farms; fully 50% of the Neb. crop is still in the field and at least 33½% of the Western Iowa crop is still in the fields.—E. S. Westbrook.

Ashland, Neb.—The roads have been impassable for six weeks, hence no corn has been marketed. About 30% of the crop is still in the fields but not much is down. Farmers still hold about 40% of the wheat crop.—G. J. Rallsback.

Lincoln, Neb.—Corn at our stations in central Neb. is a good crop, but very little has been marketed. Fully 50 to 60% is still in the fields. Wheat was a good crop but much of it is still in the farmers' hands.—W. T. Barstow.

Lincoln, Neb.—Corn at our stations was a good yield. I think the state produced 185,000,000 bus. Fully 50% of the crop is still in the fields. We look for it to begin to move soon. Wheat was a good crop, but 40% of it is still in farmers' hands.—Central Granaries Co.

Manley, Neb.—A foot of snow on the ground now and bad roads; ground very soft when snow fell and has not frozen; no grain of any kind coming in; corn not all husked yet; some are out in the snow husking what they can.—W. B. Essick, mgr. Manley Co-op. Grn. Ass'n.

Odell, Neb., Dec. 9.—No grain moving at present; roads are very bad and frozen rough; some snow; about 40% of wheat has been marketed; no new corn moving crop was poor; about 15 bus. per acre; wheat has had plenty of moisture and is in good condition.—A. O. Burket, mgr. Odell Farmers Elev. Co.

Holdrege, Neb.—We will have more corn at our stations than last year, but it will not move until later. It is in good condition but the farmers are holding it and much of it will be fed. Wheat crop larger than last year, good quality and about 50% is still in farmers' hands.—C. B. Seldomridge.

Lincoln, Neb.—The corn yield at our station was 18 to 21 bus. It is of good quality. Not over 3% of the crop in the southeast Platte country has been marketed and fully 15% is still in the fields. Very little of it is down. Wheat was a good crop; 40 to 45% is still in farmers' hands. Roads are getting better and we look for a larger movement.—Wright-Leet Grn. Co.

## Final Estimate of 1909 Crops by U. S. Dept. of Agriculture.

State or Territory	Corn.			Winter wheat.			Spring wheat.			Oats.			Barley.	
	Acreage.	Yield per acre.	Production.	Acreage.	Yield per acre.	Production.	Acreage.	Yield per acre.	Production.	Acreage.	Yield per acre.	Production.	Acreage.	Production.
Maine.....	17,000	38.0	646,000	.....	.....	.....	.....	.....	.....	124,000	37.0	4,588,000	.....	228,000
New Hampshire.....	30,000	35.1	1,053,000	.....	.....	.....	.....	.....	.....	31,000	31.5	981,000	.....	50,000
Vermont.....	37,000	37.0	1,379,000	.....	.....	.....	.....	.....	.....	31,000	32.2	2,608,000	.....	450,000
Massachusetts.....	47,000	33.0	1,551,000	.....	.....	.....	.....	.....	.....	7,000	31.0	217,000	.....	.....
Rhode Island.....	11,000	33.2	365,000	.....	.....	.....	.....	.....	.....	2,000	25.0	50,000	.....	.....
Connecticut.....	60,000	41.0	2,460,000	.....	.....	.....	.....	.....	.....	11,000	27.5	302,000	.....	.....
New York.....	670,000	36.0	24,120,000	.....	.....	.....	.....	.....	.....	1,325,000	28.2	37,365,000	77,000	1,910,000
New Jersey.....	290,000	32.7	9,483,000	.....	.....	.....	.....	.....	.....	25,000	25.0	625,000	.....	.....
Pennsylvania.....	1,525,000	32.0	48,800,000	1,545,000	17.0	26,265,000	.....	.....	.....	998,000	28.0	25,948,000	9,000	196,000
Delaware.....	200,000	31.0	6,200,000	118,000	14.0	1,652,000	.....	.....	.....	4,000	25.5	102,000	.....	.....
Maryland.....	700,000	31.4	21,980,000	770,000	14.5	11,165,000	.....	.....	.....	28,000	25.4	711,000	1,000	32,000
Virginia.....	2,040,000	23.2	47,328,000	790,000	11.2	8,848,000	.....	.....	.....	200,000	19.0	3,800,000	3,000	86,000
West Virginia.....	880,000	31.4	27,632,000	370,000	13.0	4,810,000	.....	.....	.....	98,000	22.0	2,156,000	.....	.....
North Carolina.....	2,898,000	16.8	48,686,000	570,000	9.5	5,415,000	.....	.....	.....	196,000	18.5	3,524,000	.....	.....
South Carolina.....	2,218,000	10.7	23,941,000	381,000	10.0	3,810,000	.....	.....	.....	211,000	21.0	4,431,000	.....	.....
Georgia.....	4,400,000	13.9	61,160,000	245,000	10.0	2,450,000	.....	.....	.....	350,000	19.0	6,650,000	.....	.....
Florida.....	665,000	12.6	8,379,000	.....	.....	.....	.....	.....	.....	31,000	17.0	527,000	.....	.....
Ohio.....	3,875,000	39.5	153,062,000	1,480,000	15.9	23,533,000	.....	.....	.....	1,730,000	32.5	56,225,000	32,000	829,000
Indiana.....	4,913,000	40.0	196,520,000	2,165,000	15.3	33,124,000	.....	.....	.....	1,820,000	30.5	55,510,000	9,000	212,000
Illinois.....	10,090,000	36.0	363,770,000	1,810,000	17.4	31,494,000	.....	.....	.....	4,346,000	38.6	167,644,000	31,000	888,000
Michigan.....	1,976,000	35.4	69,950,000	775,000	18.8	14,570,000	.....	.....	.....	1,420,000	30.5	43,310,000	67,000	1,655,000
Wisconsin.....	1,533,000	33.0	50,589,000	59,000	20.4	1,204,000	.....	.....	.....	2,280,000	35.0	79,800,000	886,000	24,248,000
Minnesota.....	1,690,000	34.8	58,812,000	.....	.....	.....	.....	.....	.....	2,736,000	33.0	90,288,000	1,339,000	31,600,000
Iowa.....	9,200,000	31.5	289,800,000	144,000	21.6	3,110,000	.....	.....	.....	4,300,000	32.0	116,100,000	495,000	10,890,000
Missouri.....	8,100,000	30.4	213,840,000	1,913,000	14.7	28,563,000	.....	.....	.....	680,000	27.0	18,460,000	.....	.....
North Dakota.....	3,185,000	20.4	64,994,000	.....	.....	.....	6,625,000	13.7	90,762,000	1,550,000	27.0	42,000,000	887,000	20,727,000
South Dakota.....	2,059,000	31.7	65,270,000	.....	.....	.....	3,375,000	14.1	47,588,000	1,450,000	30.0	43,500,000	1,021,000	19,910,000
Nebraska.....	7,825,000	24.8	194,060,000	2,350,000	19.4	45,590,000	.....	.....	.....	2,473,000	25.0	61,825,000	120,000	2,640,000
Kansas.....	7,750,000	19.9	154,225,000	5,895,000	11.5	67,478,000	.....	.....	.....	964,000	28.2	27,185,000	270,000	4,860,000
Kentucky.....	3,668,000	29.0	103,472,000	670,000	11.8	7,905,000	.....	.....	.....	173,000	22.3	3,858,000	1,000	24,000
Tennessee.....	3,575,000	20.0	71,500,000	800,000	10.4	8,320,000	.....	.....	.....	20,000	20.0	4,000,000	.....	.....
Alabama.....	3,233,000	13.5	43,646,000	.....	.....	.....	.....	.....	.....	270,000	16.5	4,455,000	.....	.....
Mississippi.....	2,810,000	14.5	40,745,000	1,000	11.0	11,000	.....	.....	.....	150,000	16.0	2,400,000	.....	.....
Louisiana.....	2,226,000	23.0	51,198,000	.....	.....	.....	.....	.....	.....	32,000	20.0	640,000	.....	.....
Texas.....	8,150,000	15.0	122,250,000	555,000	9.1	5,050,000	.....	.....	.....	615,000	18.7	11,500,000	4,000	78,000
Oklahoma.....	5,950,000	17.0	101,150,000	1,225,000	12.8	15,680,000	.....	.....	.....	580,000	29.0	15,950,000	30,000	690,000
Arkansas.....	2,900,000	18.0	50,400,000	151,000	11.4	1,721,000	.....	.....	.....	164,000	22.8	3,689,000	.....	.....
Montana.....	5,000	35.0	175,000	185,000	32.5	6,012,000	165,000	28.8	4,752,000	300,000	51.3	15,390,000	50,000	1,900,000
Wyoming.....	5,000	28.0	140,000	25,000	32.5	812,000	55,000	27.0	1,485,000	100,000	35.0	3,500,000	4,000	124,000
Colorado.....	135,000	24.2	3,267,000	90,000	29.7	2,673,000	275,000	29.4	8,085,000	196,000	38.0	7,448,000	26,000	936,000
New Mexico.....	68,000	31.3	2,128,000	.....	.....	.....	41,000	24.5	1,004,000	24,000	40.0	960,000	1,000	40,000
Arizona.....	13,000	32.1	417,000	.....	.....	.....	16,000	25.0	400,000	4,000	37.0	148,000	32,000	1,280,000
Utah.....	13,000	31.4	408,000	.....	.....	.....	100,000	28.5	2,850,000	65,000	46.1	2,530,000	13,000	520,000
Nevada.....	.....	.....	.....	.....	.....	.....	36,000	28.7	1,033,000	7,000	40.0	280,000	8,000	304,000
Idaho.....	6,000	30.6	184,000	315,000	29.0	9,135,000	205,000	26.0	5,330,000	175,000	44.5	7,788,000	62,000	2,480,000
Washington.....	15,000	27.8	417,000	780,000	25.8	20,124,000	760,000	20.6	15,656,000	202,000	49.0	9,988,000	182,000	7,189,000
Oregon.....	17,000	30.7	522,000	335,000	21.0	7,035,000	275,000	18.7	5,142,000	288,000	37.8	10,886,000	63,000	1,984,000
California.....	50,000	34.8	1,740,000	385,000	14.0	5,390,000	.....	.....	.....	200,000	31.4	6,280,000	1,180,000	31,270,000
United States.....	408,771,000	28.5	11,672,376,000	28,330,000	15.8	446,366,000	18,993,000	15.8	290,823,000	33,204,000	30.3	1,007,353,000	7,011,000	170,284,000



Carter, Neb., Dec. 19.—Prospect for wheat crop never was better than it is for the coming year; acreage nearly double that of 1908.—L. C. Challburg Co.

## OHIO.

Wauseon, O., Dec. 20.—Recent cold weather is telling on wheat; it is heaved up and needs snow covering.—E. G. Hanson, Wauseon, O.

## OKLAHOMA.

Guthrie, Okla., Dec. 1.—The yield per acre of corn is 15.4 bus. compared with 22.4 bus. estimated for the crop of 1908. Estimated acreage grown to corn this year is 4,894,016; estimated number of bus. produced 75,306,137. Acreage sown to wheat this fall is estimated at 98 per cent of that sown the fall of 1908 and the total acreage sown this fall is estimated at 1,831,538. Growing condition of wheat is 93.7%, compared with 87% at the corresponding date last year. The acreage growing in alfalfa at this time is estimated to be 114.3% of the acreage growing at this time last season. On July 25, last, the Board estimated the acreage of broom corn growing in Oklahoma at 124,251. The present report from correspondents in broom corn counties shows that the average yield per acre was .29 ton, that there were 35,958 tons produced, that the average value, per ton, received was \$132, and that the total value of the 1909 broom corn crop was \$4,762,889.—Okla. State Board of Agrl.

## SOUTH DAKOTA.

Mina, S. Dak.—Not much grain coming in; farmers are holding for higher prices.—C. K. Strand.

Centerville, S. D., Dec. 13.—We are having quite a bit of snow in this part of the state this year.—O. L. Swenson, agt. Ready Grn. Co.

Blunt, S. D., Dec. 12.—Considerable flax in field covered with snow which will be ruined; we had about 10 inches of snow and more falling today.—F. J. Feller mgr. Farmers Eltr. Co.

## TEXAS.

Fort Worth, Tex., Dec. 11.—Reports indicate that the growing grain crop in our state is in splendid condition. A good season is in the ground and we may look forward to a splendid crop.—G. J. Gibbs, sec'y. Texas Grain Dealers Ass'n.

## WISCONSIN.

Beloit, Wis., Dec. 15.—About 20% of the oats in this section has been marketed; no corn; have been compelled to get corn from the west during the last month.—J. A. Bartlett, of A. L. Bartlett Co.

Beloit, Wis., Dec. 15.—About 25% of the oat crop has been marketed. The farmer has been holding for better prices. Corn is even poorer than we figured on, about 75% of an average crop. Judging from the inquiries we received this fall for seed wheat, there will be an increase in acreage of wheat this coming year. Better roads and the colder weather should now start things moving.—E. C. Coppins, Coppins & Lange.

## GOVERNMENT CROP REPORT.

Washington, D. C., Dec. 15.—The final estimates of the crop reporting board of the Bureau of Statistics of the Department of Agriculture, indicate the harvested acreage and production of important farm crops of the United States, in 1909 and 1908, to have been as follows:

	Acres.	Bus.
Corn, 1909.....	108,771,000	2,772,376,000
Corn, 1908.....	101,788,000	2,668,651,000
Winter wheat, 1909.....	28,330,000	446,366,000
Winter wheat, 1908.....	30,349,000	437,908,000
Spring wheat, 1909.....	18,393,000	290,823,000
Spring wheat, 1908.....	17,208,000	226,694,000
All wheat, 1909.....	46,723,000	737,189,000
All wheat, 1908.....	47,557,000	664,602,000
Oats, 1909.....	33,204,000	1,007,353,000
Oats, 1908.....	32,344,000	807,155,000
Barley, 1909.....	7,011,000	170,284,000
Barley, 1908.....	6,646,000	166,756,000
Rye, 1909.....	2,006,000	32,239,000
Rye, 1908.....	1,948,000	31,851,000
Buckwheat, 1909.....	834,000	17,438,000
Buckwheat, 1908.....	803,000	15,874,000
Flaxseed, 1909.....	2,742,000	25,850,000
Flaxseed, 1908.....	2,679,000	25,805,000
Rice, 1909.....	720,225	24,368,000
Rice, 1908.....	655,000	21,890,000
Hay, 1909.....	45,744,000	*64,938,000
Hay, 1908.....	46,486,000	*70,798,000

\*Tons.

The average weight per measured bushel is shown by reports received by the Bureau to be 57.1 pounds for spring wheat, 58.4 pounds for winter wheat, and 32.7 pounds for oats, against 57.3, 58.3 and 22.5 pounds, respectively, last year. The quality of corn is 84.2 per cent, against 86.9 last year.

## Grading of New Corn.

## GRADING NO. 4 AT CLEVELAND.

*Grain Dealers Journal:* Of the corn received here during the last 10 days 24% graded No. 3 and 68% No. 4 and 13% sample. Average moisture content on No. 3 corn was 18.4, on No. 4, 20.5 and on sample, 22.5. Highest 24% and lowest 18.—J. E. Heniken, chief grain inspector, Chamber of Commerce, Cleveland, O.

## CORN SHOWS NO IMPROVEMENT AT CHICAGO.

*Grain Dealers Journal:* Judging from the moisture tests that we have made recently, I would say that the corn coming into the Chicago market is showing no signs of improvement over that received earlier in the season.—Robert P. Kettles, chief sampler, Board of Trade, Chicago.

## CORN GRADING NO. 4 AT DETROIT.

*Grain Dealers Journal:* A large amount of corn has been received in this market during December. A few cars have graded No. 3, showing a test of 18.5 to 19. One car graded sample, test 22.4. The greater portion has graded No. 4, showing moisture content of from 19.2 to 21.6.

The average test, last 10 days, has been about 20.4.

The Ohio corn shows the highest moisture content, as was the condition during November.—F. W. Harrison, chief inspector and weighmaster, Detroit Board of Trade, Detroit, Mich.

## CORN RECEIPTS AT OMAHA.

*Grain Dealers Journal:* In the Omaha market during the 10 inspection days from December 11th to 22nd inclusive, there were 422 cars of corn inspected, of which 13 graded No. 2; 87 No. 3; 161 No. 4, and 161 No. Grade. The corn grading No. 2 was unquestionably old corn and a large per cent of the 87 cars which graded No. 3 was old corn. The corn grading No. 4 and No. Grade was all new corn. This table shows about 40 per cent grading No. 4 and about 40 per cent grading No. Grade.

The moisture test has been running from 19 to 22 per cent on our No. 4 corn, and from 22 to 27% per cent on our No. Grade.

Dec.	No. 2.	No. 3.	No. 4.	N.G.	Total.
11th.....	1	1	4	4	10
13th.....	5	8	10	13	36
14th.....	0	7	7	6	20
15th.....	3	4	2	17	26
16th.....	0	4	13	17	39
17th.....	1	9	13	14	37
18th.....	1	16	17	17	51
20th.....	2	13	40	29	89
21st.....	0	6	17	21	44
22nd.....	0	14	33	23	70

Total...13 87 161 161 422

There has been so much corn shelled from ground which was covered with snow, and the temperature was so low at the time of shelling, that the shelled corn and the snow were both loaded into the cars, necessarily lowering the quality of the corn as determined from the moisture content. The same would apply to the No. 4 corn. Until the grain shippers start shelling crib corn, I do not look for any improvement in the grading of corn in Omaha.

If the weather turns warm enough to melt the snow and ice which the corn on the ground contains at the present time, we will have a larger per cent of No. Grade corn than we have had during the past 10 days. There has been no improvement in the condition as shown by the grading of the corn each day.—Geo. B. Powell, Chief Inspector, Omaha, Nebr.

## Crops of 1909, Estimated by Dept. of Agriculture.

State or Territory	Rye.		Buckwheat.		Flaxseed.		Rice (rough).		Hay.	
	Production.	Yield per acre.	Production.	Yield per acre.	Production.	Yield per acre.	Production.	Yield per acre.	Production.	Yield per acre.
	Bushels.	Bush.	Bushels.	Bush.	Bushels.	Bush.	Bushels.	Bush.	Tons.	Tons.
Maine.....	.....	.....	644,000	28.0	.....	.....	.....	.....	1,330,000	.....
New Hampshire.....	.....	.....	44,000	22.0	.....	.....	.....	.....	621,000	.....
Vermont.....	31,000	15.5	176,000	22.0	.....	.....	.....	.....	1,099,000	.....
Massachusetts.....	65,000	16.2	68,000	19.3	.....	.....	.....	.....	673,000	.....
Rhode Island.....	.....	.....	.....	.....	.....	.....	.....	.....	69,000	.....
Connecticut.....	.....	.....	.....	.....	.....	.....	.....	.....	664,000	.....
New York.....	2,720,000	17.0	7,512,000	24.0	.....	.....	.....	.....	5,002,000	.....
New Jersey.....	1,288,000	16.3	283,000	21.8	.....	.....	.....	.....	646,000	.....
Pennsylvania.....	5,508,000	15.3	5,655,000	19.5	.....	.....	.....	.....	3,742,000	.....
Delaware.....	14,000	14.0	40,000	19.8	.....	.....	.....	.....	109,000	.....
Maryland.....	282,000	14.1	140,000	16.5	.....	.....	.....	.....	356,000	.....
Virginia.....	134,000	12.3	378,000	18.0	.....	.....	.....	.....	800,000	.....
West Virginia.....	148,000	13.5	499,000	22.7	.....	.....	.....	.....	844,000	.....
North Carolina.....	122,000	9.4	99,000	19.8	.....	.....	13,000	.....	242,000	.....
South Carolina.....	39,000	9.8	.....	.....	.....	.....	476,000	.....	81,000	.....
Georgia.....	126,000	9.0	.....	.....	.....	.....	100,000	.....	117,000	.....
Florida.....	.....	.....	.....	.....	.....	.....	25,000	.....	26,000	.....
Ohio.....	980,000	17.2	.....	.....	.....	.....	.....	.....	4,083,000	.....
Indiana.....	940,000	16.5	104,000	17.3	.....	.....	.....	.....	3,080,000	.....
Illinois.....	1,264,000	17.8	73,000	18.2	.....	.....	.....	.....	4,135,000	.....
Michigan.....	5,425,000	15.5	829,000	14.3	.....	.....	.....	.....	3,408,000	.....
Wisconsin.....	4,727,000	16.3	221,000	12.3	290,000	14.5	.....	.....	3,625,000	.....
Minnesota.....	2,280,000	19.0	76,000	15.2	4,500,000	15.2	.....	.....	1,500,000	.....
Iowa.....	949,000	17.8	135,000	15.0	294,000	9.8	.....	.....	5,988,000	.....
Missouri.....	225,000	15.0	42,000	21.0	202,000	8.1	.....	.....	3,719,000	.....
North Dakota.....	478,000	18.4	.....	.....	14,229,000	9.3	.....	.....	266,000	.....
South Dakota.....	578,000	17.5	.....	.....	5,640,000	9.4	.....	.....	804,000	.....
Nebraska.....	1,320,000	16.5	16,000	16.0	136,000	8.5	.....	.....	2,325,000	.....
Kansas.....	568,000	14.2	14,000	14.0	385,000	7.0	.....	.....	2,652,000	.....
Kentucky.....	105,000	12.7	.....	.....	.....	.....	.....	.....	653,000	.....
Tennessee.....	86,000	10.7	15,000	15.0	.....	.....	.....	.....	675,000	.....
Alabama.....	23,000	11.3	.....	.....	.....	.....	35,000	.....	166,000	.....
Mississippi.....	.....	.....	.....	.....	.....	.....	30,000	.....	122,000	.....
Louisiana.....	.....	.....	.....	.....	.....	.....	12,675,000	.....	34,000	.....
Texas.....	45,000	11.2	.....	.....	.....	.....	9,894,000	.....	587,000	.....
Oklahoma.....	54,000	13.5	.....	.....	60,000	10.0	.....	.....	819,000	.....
Arkansas.....	21,000	10.5	.....	.....	.....	.....	1,120,000	.....	248,000	.....
Montana.....	58,000	29.0	.....	.....	120,000	12.0	.....	.....	995,000	.....
Wyoming.....	26,000	26.0	.....	.....	.....	.....	.....	.....	665,000	.....
Colorado.....	88,000	22.0	.....	.....	.....	.....	.....	.....	1,760,000	.....
New Mexico.....	.....	.....	.....	.....	.....	.....	.....	.....	481,000	.....
Arizona.....	.....	.....	.....	.....	.....	.....	.....	.....	360,000	.....
Utah.....	66,000	22.0	.....	.....	.....	.....	.....	.....	1,088,000	.....
Nevada.....	.....	.....	.....	.....	.....	.....	.....	.....	494,000	.....
Idaho.....	86,000	21.5	.....	.....	.....	.....	.....	.....	1,359,000	.....
Washington.....	84,000	21.0	.....	.....	.....	.....	.....	.....	785,000	.....
Oregon.....	153,000	17.0	.....	.....	.....	.....	.....	.....	868,000	.....
California.....	842,000	13.8	.....	.....	.....	.....	.....	.....	1,105,000	.....
United States.....	32,239,000	16.1	17,438,000	20.9	25,806,000	9.4	24,808,000	.....	64,838,000	.....

To Grain Dealers both here and there,  
To "Bulls and Bears" from everywhere,  
May the "Opening Shout" and "The Closing Ring"  
Through 1910 good business bring.

## Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

### ARE OVERHEAD DUMPS A SUCCESS?

*Grain Dealers Journal:* Will some of the readers of the Journal please state how they like the "overhead dumps"? Are they a success when operated by power?—R. K. B.

### HOW TO MEASURE EAR CORN IN CRIB.

*Grain Dealers Journal:* In reply to Flaig Bros., asking in this column Dec. 10 how to measure ear corn in crib, I would say that according to dryness ear corn will vary from 3,850 to 4,000 cubic inches per bu. In order to depend on the corn holding out when shelled the dealer should figure 4,000 cu. in. to the bu. Find the number of cubic inches in the bin and divide by 4,000; the result is the number of bus.—X.

### WHAT IS BEST TYPE OF FEED MILL?

*Grain Dealers Journal:* Our business requires a feed mill which will grind coarse for horse feed, as we have a large lumbering trade in which horses are used extensively. Also we require a mill that will grind very fine for farmers' use for hog feed. Our custom work (farmers' grists) is growing and they always want it very fine.

We have been advised to get an attrition mill. We want a capacity of one ton per hour. What is the best type of feed mill and its approximate cost?—E. F. Burns & Co., Stanley, Wis.

### HOW TO COLLECT FOR GRAIN DOORS.

*Grain Dealers Journal:* Recently some discussion has been had in trade journals regarding collection from the R. R. Co. for the value of grain doors furnished.

In order to avoid the appearance of collusion for rebate purposes it is suggested that when a dealer finds it necessary to furnish grain doors he should arrange to have the lumber bill for each car sent to the R. R. Co. by the lumber dealer who furnishes the lumber. It is then a lumber bill and there is no excuse for classing it as a rebate to the grain dealers. Truly yours, C. Vincent, Omaha, Nebr.

### SHOULD CARRIER PAY INTEREST UNTIL SETTLEMENT?

*Grain Dealers Journal:* I would like to have the opinion of other shippers on the following problem: Suppose I ship a car of shelled corn to Chicago and the railroad wrecks the car on the way, taking the wrecked contents and selling them for their own account, when I had a sight draft against the car. Who pays the interest when the railroad does not settle for four months?

I shipped a car of corn to Chicago and it got wrecked at Geneva, Ill., on Aug. 16. It was estimated at 1,600 bus. by myself and the B/L was marked "loaded to visible capacity." I have just got a settlement in full for the 1,200 bus.; but the interest on this sight draft was \$15.

I claim that the railroad company ought to settle the interest when it wrecks the car.—W. J. Long, mgr. West Brooklyn Elevator Co., West Brooklyn, Ill.

### WHAT IS DRYING CAPACITY OF DIFFERENT MARKETS?

*Grain Dealers Journal:* What is the capacity of the grain driers at Chicago, Milwaukee, Omaha, St. Louis and other markets in the central territory?—E. L. Bowen, Des Moines, Ia.

*Ans.:* Estimates of the grain drying capacity vary much, the number of bus. handled thru the driers depending so much on the amount of moisture to be taken out. When but a small percentage of water is to be taken out of the corn the figures given herewith can be increased. When taking out 7½ per cent of moisture the capacity of the driers per

day of 10 hours is stated to be approximately: Chicago, 70,000 bus.; Kansas City, 40,000; Buffalo, 14,000; St. Louis, 11,600; Minneapolis, 10,000; Omaha, 10,000; Duluth, 10,000; Cairo, 10,000; Terre Haute, 10,000; Nashville, 10,000; Toledo, 9,000; Cleveland, 8,500; Manitowoc, 8,500; Nebraska City, 5,000; St. Joseph, 5,000; Peoria, 5,000; Indianapolis, 5,000; Evansville, 5,000; Green Bay, 5,000.

### DRYING CORN AT NEW ORLEANS.

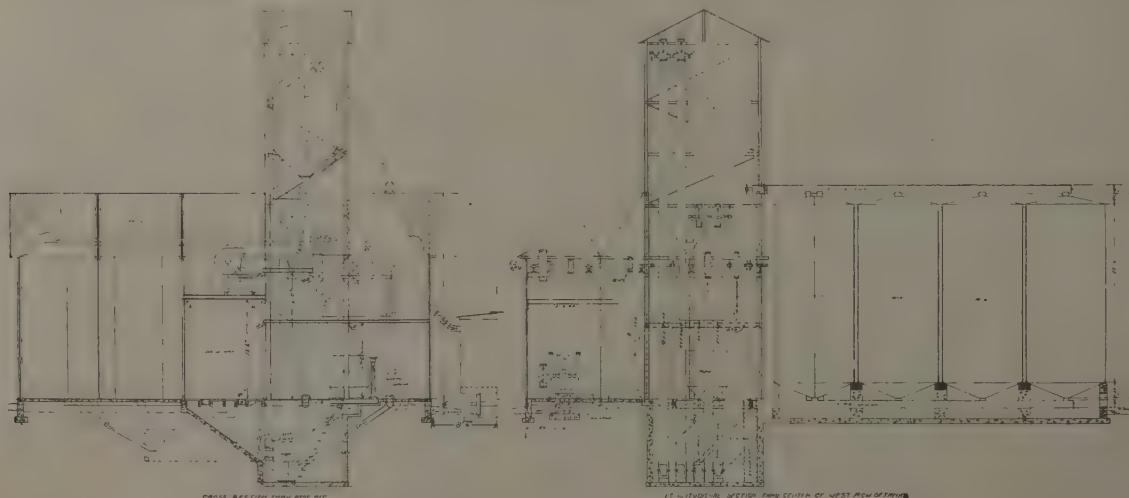
*Grain Dealers Journal:* In reply to the inquiry by Jas. F. Umpleby on page 732 of the Journal for Dec. 10 asking whether receivers at New Orleans have a right to dry corn sold for No. 3 to the No. 2 grade when it fails to grade No. 3, I would say that the impression that no corn grading below No. 2 is permitted to be taken into New Orleans export elevators is erroneous, as shown by our Rule No. 24 on off grade corn herewith:

**Off Grade Corn.**—No corn below the grade of No. 3 shall be admitted into any export elevator, unless said elevator be equipped with proper drying facilities. All such corn shall be put aside in special bins, and it shall be compulsory upon the management of said elevator to dry the same in rotation as soon as possible. After drying, re-inspection to be made before the corn can be stored with the regular export grades.

The Inspection Department shall be required to keep an account of all grades of corn below No. 3, and when corn is tendered from the drier and accepted by inspectors, they shall cancel an equivalent amount on their books, allowing for proper loss in weight. At no time shall the elevator load out in cars or otherwise any corn below the grade of No. 3, unless same shall have been inspected by the department.

All corn that cannot be raised to the grade of No. 3 or better shall be stored separately, and handled under the supervision of the Chief Inspector.

The foregoing rule is in effect at the present time and has been for several years past. All corn for the reason of grading below No. 3, and under this rule, is ordered dried and is not raised to the grade of No. 2, as the shipper states, but only to a No. 3, and we maintain that corn dried down to 14.50% to 16% moisture has no better carrying qualities than natural corn containing from 17 to 19% if well matured and sweet.—W. L. Richeson, Chief Grain Inspector, New Orleans Board of Trade.



Cross and Longitudinal Sections of Elevator, Seed House and Storage Tanks. [For description see facing page.]



The pleasantest things in the world are pleasant thoughts, and the greatest art in life is to have as many of them as possible.

## Elevator and Seed House of Novel Design.

A wide departure from the commonly accepted design for a country elevator has been made in the new plant just completed at Bellevue, O., for the Bellevue Farmers Elevator Co. Up-to-date steel tank storage is combined with a working house somewhat after the style of the modern terminal elevator, but on a very much smaller scale.

The eight tanks are in two rows at right angles to the working house. Each tank is 10 ft. in diameter and 25 ft. high, standing on a low concrete basement, containing the two screw conveyors that draw off the grain. The tanks are filled by two conveyors, all 9-inch.

The working house is 52x30 ft., the cupola 45 ft. high and the seed house 25 ft. high. The driveway extends thru the middle of the house and the railroad track parallels the tanks on the opposite side. Next the seed house is the 8x14 wagon scale.

The equipment includes four stands of elevators, two having 9x5 cups reaching the cupola and two with 9x5 and 14x7 cups feeding sheller and cleaner in main floor; a Savage & Love Wagon Dump, with cement sink, 32-h.p. Fairbanks-Morse Gas Engine; No. 2½ Western Sheller and Cleaner over driveway; Monitor No. 3 Separator and Seed Cleaner in main floor; No. 10 duplex mill, and chain feeder from seed corn bins to elevators.

Grain weighed on the scale in main floor is spouted to boot and elevated to loading-out hopper in cupola and thru 8x6 steel spout into car. The ear corn sink also has a cement floor hopping

to elevator boot. The seed and ear corn bins are walled with ½-inch mesh wire for ventilation.

The plant is situated on the Lake Shore & Michigan Southern Ry. and is managed by W. H. Mason. It was erected under a sub-contract by Fred Friedline and the power transmission was supplied by the Weller Mfg. Co.

## Cars Leaking in Transit.

Shippers who favor their brother sufferers by sending reports of cars they see leaking grain in transit, to the Grain Dealers Journal for free publication, encourage others to report their cars when seen leaking in transit. We have received reports on cars leaking grain as follows:

N. P. 29540 was in a very bad wreck at Almont, N. D., Dec. 18.—Tom Berryman.

C., O. & G. 28334 (Rock Island) passed thru Brighton, Ill., Nov. 8 southbound on the C. & A., leaking white oats over both drawbars. Drawbar and part of one end torn out; shortage will be large.—Russell S. Brown.

L. S. & M. S. 79,433 passed thru Raymond, S. D., over the C. & N. W. Nov. 28 leaking wheat at side of car over wheels.—C. C. Smith.

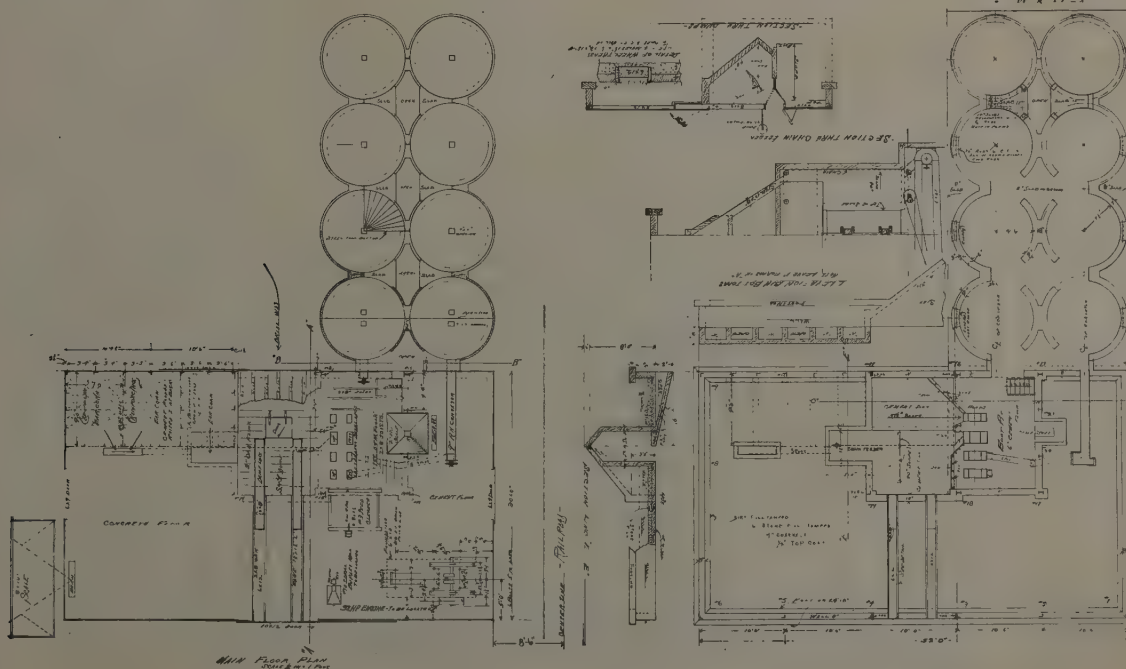
M. & O. 17,610 passed thru Petersburg, Ill., Nov. 20 northbound over the C. & A. leaking wheat along side of car; no chance to repair it.—J. Colby Beekman, sec'y and treas. Five Point Grn. Co.

Soo 16298, leaking wheat badly at wheat door and at sheathing on side of car passed thru Braddock, N. D., Nov. 9; tried to fix it best I could, but train did not stop over 5 minutes, so could not repair properly.—F. L. Griffiths, agt. Minn. & W. Grn. Co.

C. R. I. & P. 57293, passed thru Haverhill, Kan., Nov. 5, on Frisco local east-bound; leaking wheat on both sides and at rear end.—Brown & Brown.



Steel Tanks and Elevator at Bellevue, Ohio.



Plans of Elevator, Seed House and Steel Tanks of Bellevue Farmers Elevator Co. at Bellevue, O.



Grain Dealers in Trading Hall of Omaha Grain Exchange on Grain Dealers Day, [Dec. 16], of the National Corn Exposition.

### Grain Dealers Visit Omaha.

Grain dealers from many different sections took advantage of the cut rates to the Corn Exposition at Omaha to visit that city and meet their fellow dealers from other sections, many of them arriving on the morning of Dec. 15th, one day in advance of the Grain Dealers Day scheduled at the Corn Show. The nervous market of the two preceding days greatly reduced the number present from the grain exchanges, so that instead of special trains and cars small delegations turned out from the central markets.

Wednesday morning the visitors were tendered a reception, the Omaha Grain Exchange keeping open house. Tickets to the Corn Show were provided for each dealer present and most of them spent the afternoon inspecting the wonderful grains gathered by the expert farmers. Wednesday evening the Omaha Grain Exchange reserved the front half of the parquet of Boyd's theater for the visitors and provided each with a reserved seat. After all had enjoyed the unique presentation of "The American Idea," they adjourned to the Rome hotel, where a Dutch luncheon was served until the dealers had room for no more.

Thursday was Grain Dealers' Day at the Corn Show, and the Omaha Grain Exchange was crowded all morning with visiting dealers, cigars and refreshments being provided for all comers. A large crowd assembled on the Exchange during the morning and, as on Grain Dealers' Day last year, every dealer present was made to feel thrice welcome.

Many luncheons and dinner parties were given by local dealers at the clubs and hotels, the Omaha dealers exerting themselves as usual to extend their hospitality to all.

#### In attendance were:

Illinois: C. H. Adams, mgr. Marselles Mfg. Co., Marselles.

St. Joseph, Mo.: J. L. Frederick, W. H. Harroun and E. P. Peck.

Minneapolis, Minn.: C. M. Boynton, rep. Van Dusen-Harrington Co.

Milwaukee, Wis.: W. M. Bell; E. J. Furlong; W. E. Schroeder, of I. H. Lowry & Co.

St. Louis, Mo.: R. J. Pendleton; F. J. Alexander; Edward M. Flesch; H. H. Savage and C. H. Bacon.

Kansas City, Mo.: C. E. Watkins, rep. A. C. Davis & Co.; S. H. Miller; O. A. Severance, Vanderslice-Lynds Co.; Miss J. M. Barnhill; E. Seaver; G. E. Cooper; C. T. Neal; C. W. Lawless and D. C. Hauck, of Moore-Lawless Grn. Co.; Thos. Evans; A. L. Ernst, Ernst Davis Grn. Co.

Chicago, Ill.: S. P. Arnot; L. S. Allen, rep. Finley Barrell & Co.; W. E. Eaton, Erie Railroad; E. A. James, rep. Armour

& Co.; D. H. Lipsey, of Sam Finney; Walter McDougal; A. O. Mason; J. C. Murray, of Quaker Oats Co.; J. W. Radford, of Pope & Eckhardt Co.; H. A. Rumsey, of Rumsey & Co., and H. S. Williams.

Nebraska: M. J. Stoetzel, Roseland; G. C. Johnson, Nebraska City; T. J. Brennen, Hastings; C. B. Seldomridge, Lincoln; W. F. Gillespie, Mynard; Frank Fowler, Fremont; A. I. Woodsum, Lexington; A. C. Holmquist, Oakland; E. A. Duff, Nebraska City; W. E. Pailing, Greenwood; Geo. P. Bissell, Central City; G. J. Railsback, Ashland; C. Koehler, Hastings; C. S. Boin, Fairfield; Emmet F. Real, Grafton.

Iowa: E. C. Kayton, Strahan; J. Aueracher, Shenandoah; E. H. Tiedeman, Fonda; N. N. Turner, Cumberland; S. T. Rhode, Randall; J. L. Gwynn, Shenandoah; H. G. Loonan, Farragut; A. Morehouse, Glidden; C. W. Outhier, Prescott; Geo. A. Stebbins, Red Oak; W. H. Peake, McPherson; J. Gault, Creston; W. M. McMahon, Shenandoah; A. O. Talbott, Keokuk; C. E. Stephenson; Geo. A. Wells; M. McFarlin; E. L. Bowen; C. H. Casebeer and Clark Brown, rep. Rumsey & Co., Des Moines; J. A. Tiedeman, Sioux City.

### CORN SHOW NOTES.

Indiana, as in 1908, captured the first prize for the best corn, Joseph Overstreet of Franklin, Ind., being awarded the Sweep Stake trophy and F. C. Palin of Newton being awarded the Kellogg trophy for the best single ear of corn.

A. A. Van Sickle of Warren, Minn., captured the Colorado oat trophy, valued at \$1,000, which was offered for the best peck of oats. He also captured the Milwaukee Chamber of Commerce barley trophy for the best peck of Oderbrucker barley.

The grand champion bushel of white

corn prize was won by G. L. Curlin of Franklin, Ind., the bushel of grain being sold for \$280, which is even more than Indiana grain dealers are willing to pay when they engage in a real hot over-bidding contest.

H. E. Krueger, Beaver Dam, Wis., captured the Sweep Stake prize for the grand champion peck of wheat.

The National Corn Ass'n has finally incorporated for the purpose of promoting corn shows, the capital stock being \$150,000. The incorporators include E. D. Funk, C. P. Bull, G. I. Christie, Wm. Shuesmith, L. B. Clore and others. The national corn show is to become a permanent fixture.

Grain dealers who went to Omaha expecting to see corn only exhibited were disappointed, and agreeably so, as very interesting samples of grain from every state and many countries were exhibited. All kinds of grains and grasses were shown in abundance. Nearly every state had a booth in which were exhibited its farm products. The show was one of special interest to the farmer who has any pride in the result of his labor, and surely every farmer who visited the show was spurred on to a keener interest in the production of better grain.

At the session of the grain board of the Society of Equity held in Indianapolis Nov. 15, A. S. Mueller, of Madison, Wis.; C. F. Raikow, of Wheatland, N. D., and W. I. Lowthian, of Milbank, S. D., were elected directors.



Best Ten Ears of Corn.

Best Single Ear.



*Christmas is a tuneful time,  
With melodies from Love's sweet lore,  
With Friendship's bells in tender chime,  
And the kindness, the orchestral score.  
—Myrtle Dean Clark.*

## Building Elevators to Operate.

BY UNCLE PEDRO.

It has been our lot to examine a good many elevators and also to operate several. Like everybody else we have our kicks to register here and there. In getting an elevator built or remodeled too many are prone to give the entire job to some contractor without working with him in the planning of the work from step to step, not only on the blue prints, but also from day to day as the work goes on. It is a fact that many contractors are not men who ever operated elevators, but they are men who have an excellent eye for building and can tell when it is "strong enough."

Experience and logic convince me that in the construction of a building the ideas of a man who has operated elevators should be considered. He has had the fun of climbing ladders and into holes to remove obstacles or to "paw" down damp grain when it wouldn't run down a spout because the spout was not as it ought to be. He has run shipments over a second time in order to clean and weigh grain because the hopper scale was put up over the cleaner instead of the cleaner over the hopper.

The contractor cannot think of all these different details. He has not had the knowledge of them. Contractors and operators ought to work their heads together, or in a contractor's gang should be a practical elevator operator as well as a practical builder.

Different places and different conditions have considerable to do with just how to arrange an elevator so as to be handy and easy to operate for the best interests of the owner.

The Grain Dealers Journal is an invaluable paper to any one in the grain business.—Walter Crane, Forreston, Ill.

## Buenos Ayres Market Manipulated.

The Buenos Ayres market which last week created such a furore in grain circles by its unprecedented advance has focussed the eyes of the grain trade upon it. That it deserves little attention in an international sense has been proven by the manner in which it was controlled.

Upon receipt of the eleven cent advance in cable prices over night from the market, we immediately despatched a cablegram to our correspondent in Buenos Ayres and also to Mr. Geo. M. Le Count asking them the cause of the advance, and something regarding the market. In reply, we received the information that the market last week, with unprecedented prominence, due to the exaggerated damage reports, only traded in slightly over one million bus. of wheat during the entire week, while the average trade only figures from 25,000 to 125,000 bus. per day. We were also informed that the market was practically dominated by four firms, who are heavily interested in Argentine export trade and that they manipulated prices with the intention of causing foreigners to accept Argentine offerings of wheat owing to the dull situation in the export business in European grain centers.

After a careful personal examination, Mr. Le Count maintains that the damage is not extensive, while the best posted authorities in Buenos Ayres claim about 6% damage and a probably exportable surplus of 103,000,000 bus. Mr. Le Count very significantly states in his cablegram that the market will decline unless supported by foreign buying.

In view of the above facts, the officials of the Chicago Board of Trade this week took action and will no longer post Argentine cables. The tempest in the teapot is over and the grain trade will now go back to a sober consideration of real facts and figures of home consumption, exports, cash premiums and the growing winter wheat crop.—Finley Barrell & Co.

## Iowa Dealers Meet in Omaha.

So many Iowa dealers attended the National Corn Exposition on Grain Dealers Day that Sec'y Wells took advantage of their presence to hold an informal meeting and discuss conditions.

E. C. Kayton, Strahan: I think a list of the Mo. feeders can be obtained of the rldr agts. When they come to my town I generally take them home to dinner and sell them some.

J. L. Gwynn, Shenandoah: Corn we are receiving will not grade better than 4.

J. W. Shambaugh, Clarinda: We will ship in more corn than last year.

N. N. Turner, Cumberland: Possibly 50% of the corn along the Cumberland branch of the G. was gathered before the snow, came and much of it is down. Stock is being shipped out rapidly because of lack of feed.

C. F. Davis: Pacific Junction will ship a little corn, as will other stations on the branch down to Hamburg.

Geo. A. Stibbens, Red Oak: We have more corn than last year. Feeders from Mo. have been in our section seeking ear corn. I have been buying on the basis of the St. Louis market. Much of it will grade no grade and must be bot on a good margin if the dealers are to be safe.

J. Gault, Creston: All of our stations will ship in corn, in fact all of the stations on the Q. as far East as Ottumwa will ship in corn. Not half as much feeding as last year.

N. N. Turner: Corn gathered early and placed in cribs is deteriorating. In the center of crib it gets covered with a blue mold and spoils.

Sec'y Wells reviewed several cases wherein reinspection of grain long after its arrival in terminal markets has caused shippers heavy losses.

J. A. Tiedeman, Sioux City: If Chicago can accept or reject on or before 11 o'clock the next day, Omaha should do so the same afternoon.

J. L. Gwynn: If I sell 5,000 bus. of corn for delivery at Council Bluffs would the law of Iowa apply on the rules of the Omaha Grain Exchange?

J. A. Tiedeman: The bid you accept specifies "Omaha terms." Three days may be sufficient to get corn to Omaha eltrs., but the railroads take 10 to 15 days and the shippers stand the deterioration. Inspections are very seldom raised. If changed at all they are generally lowered.

Sec'y Wells: The Omaha Grain Exchange rules provides: "Track grain purchased and ordered for shipment must be rejected by 12 o'clock noon on the next business day; but if ordered to elevators, mills, warehouses or team tracks must be rejected within 24 hrs. after arrival, as ordered."

G. A. Stibbens: That might mean two weeks. The rule is absolutely wrong. The crop promises much grief for shippers.

C. F. Davis: I would suggest that you appoint a com'te to confer with the Rules Com'te of the Omaha Grain Exchange. I think three days is sufficient to get grain from the inspection tracks to the elevators. If Mr. Wells will stay over tomorrow I think he will find it an easy matter to get this matter before the proper com'te of the exchange.

Sec'y Wells: How many are opposed to this rule of the Omaha Grain Exchange? All but two raised their hands.

Adjourned sine die.



Grand Champion Bushel of White Corn.

## Dinner of Chicago Weighing Department.

The eighth annual dinner tendered the employees of the weighing department by H. A. Foss, Board of Trade Weighmaster, which has come to be one of the really enjoyable events of the year, was held Saturday eve., Dec. 11th, at the Palmer house.

The out-of-town dealers in attendance were J. A. Montelius, Piper City, president; W. L. Shellabarger, Decatur, vice-pres.; H. I. Baldwin, Decatur, treasurer; B. P. Hillmer, Freeport, director, and S. W. Strong, secretary of the Illinois Grain Dealers Ass'n.

As has been usual on these occasions, Mr. Foss acted as toastmaster, first calling upon Deputy Weighmaster George W. Metcalf to pronounce the invocation.

After the guests were seated Mr. Foss declared that altho the work of the department had been conducted carefully and economically, its finances showed a deficiency for the year's business. He expressed that fortunately the department had lost none of its members during the year; members had enjoyed good health and he felt certain that it had done the best work in its history.

Deputy A. F. Robinson welcomed the guests most cordially. "These good fellowship dinners encourages us and spur us on to greater efforts. We enjoy them and feel that they draw us all closer together. I wish to assure you that my brother deputies join in showering our hearty welcome upon you."

Assistant Weighmaster A. E. Schuyler read several letters of regret from absentees.

The weighing department orchestra, under the leadership of Deputy John Link, favored the auditors with patriotic airs.

The Rev. Ingram E. Bill, after admitting that the most excellent dinner filled the bill so far as he was concerned (and Mr. Bill is a very small man), said: "I am impressed by what I have learned of and seen of the weighing department; that it strives always to give good goods of full value. I am glad to see that you smile, boost and do not worry. It does not pay to waste time and thot on things that are trivial, things that are insignificant."

Deputy William E. Saunders, the only real poet possessed by the department, relieved himself of a number of limericks, from which we take the following:

"When Mr. Foss asked me to prepare a talk for this occasion, I was agreeably surprised, and I willingly consented to do so. I said to myself, 'Gotrox, here is a golden opportunity. Now is your chance to Chauncey Depew the Weighing Department.' But, alas, when I began the task of preparing my piece I could think of nothing appropriate to say. As Cato once remarked: 'All have the gift of speech, but few are possessed of wisdom.'"

"In a word, I felt that I was up against the real thing. I then, naturally, just like any other faithful employe under similar circumstances, returned to that great work, the greatest of all publications, 'you're all road it—The Shippers' Manual,' compiled by H. A. Foss, Weighmaster. A. E. Schuyler, Assistant Weighmaster [Laughter and applause]; and I selected from it a chapter entitled: 'Cloth, an Insurance Against

Leakage.' But here my courage failed me, and my conscience cried out: 'Would it be right? would it be honorable? to appropriate, as my own, the words of these great men?' I tell you I was discouraged.

"At our last annual dinner, many of you will remember, Deputy George Metcalf told us a very pathetic and heartrending story about a man who went to war and never came back. It filled us all with sadness. [Laughter.]

"As I said before, Mr. Foss is very fond of poetry, and in order to satisfy, so to speak, his appetite for the muse, I have put into verse my mention of the weighing department's most famous men and their various talents."

Then Mr. Saunders dropped into verse and roasted all of his fellow employes until each was sore from laughing.

Deputy Otto Schmidt favored his auditors with a trombone solo and was requested to play another.

John A. Bunnell, president of the Board of Trade, said "that members of the Board of Trade had been justly proud of its weighing department. I am free to admit that this gathering is a revelation to me. No department which maintains such an organization as this can be very bad. A department having a man of such sterling worth at its head as yours must do much good in the trade. He naturally attracts men of sterling worth about him. Under his leadership our weighing department has attained success never before known."

Duncan Boden, in behalf of the boys of the department, presented Deputy William I. Saunders with a large megaphone and recommended its use.

Judge F. L. Fake told a number of amusing stories and said: "I am always glad of the privilege to attend your dinners. It does me good to be here and look into your faces."

Judge Walker said: "I know your weighmaster personally, and I can readily believe him largely responsible for the good work I hear credited to your department. It is next to impossible to defeat or dissuade Mr. Foss when he sets out to do a thing. You cannot put him down. His sterling character drives on to defense of right always."

Mr. Bowden, in behalf of the boys of the department, asked to hear from ex-President H. N. Sager.

Mr. Sager was much affected by this request and in the course of his remarks said: "I never can tell you, gentlemen, how thoroly I always enjoy these meetings. Of all the dinners of the season I prize none so highly as the annual dinner of the weighing department. It is an inspiration to all so fortunate as to be present. The members of the Board of Trade, of which we are so justly proud, are glad of your gatherings, your discussions and of your good fellowship. It makes for better citizenship and never was the country in greater need of men with a quick conscience than now. It is up to you and me to profit by the mistakes of yesterday: to build better on the ruins. I always go home from the meetings, and I hope you do, resolved to use my influence for an era of better things."

J. A. Montelius, Piper City. "We have no complaint to make of Chicago weights;

they are right. You did a great thing for the country shipper when you inaugurated your car condition reports. I believe you would please the shipper if you would give us a report on each car, whether in good condition upon arrival at destination or not. I was sorry to hear Mr. Foss say that the department had a deficit. I feel certain that the country shippers would not hesitate to pay more so long as the service rendered is of the quality needed."

Mr. Foss thanked the guests, wished them all a Merry Christmas, and bade them good night.

## Changes in Grain Rates.

As shown by tariffs recently filed with the Interstate Commerce Commission the carriers have made the following changes in rates:

The Vandalia line, in Sup. 3 to ICC 3390, effective Jan. 1, gives rules governing allowances for transfer of grain.

Elevation rules at Evansville, Ind., Cairo and Grayville, Ill., effective Jan. 1, are announced by the Illinois Central in ICC A5951.

Rules governing the elevation of grain at St. Louis and East St. Louis, effective Jan. 1, are given by the Illinois Central in ICC A5952.

In ICC F 213, effective Jan. 6, the Pennsylvania announces rules that govern the handling of grain thru transfer elctr. at Bucyrus, O.

In ICC 1141, effective Jan. 11, the Elgin, Joliet & Eastern announces rates on grain from stations on that line to Cincinnati, Indianapolis, Jeffersonville, New Albany and Louisville.

In Sup. 12 to ICC 6907, effective Jan. 10, the C. & N. W. has filed rates on grain between Chicago, Peoria, St. Paul, Winona, Minn., and points in Iowa, Minnesota, North and South Dakota.

Rates on grain and grain products from stations on the Pere Marquette and its connections to points in West Virginia, Indiana, Kentucky and Ohio are announced by that road in Sup. 6 to ICC 1977, effective Jan. 6.

Rates on grain and grain products between stations on the Chicago, Indiana & Southern, effective in Illinois Dec. 5, in Indiana Dec. 18, and interstate Jan. 9, have been filed by that road in Sup. 4 to ICC 1192.

In ICC B1164, effective Jan. 10, the N. Y. C. & H. R. announces rates on corn, wheat and oats from points at and east of Buffalo, thru eltrs. at that point, to points in eastern and interior territory and in New England.

The rates filed by the C. & N. W., in Sup. 17 to ICC 6815, effective Jan. 15, apply on grain and grain products between stations in Illinois, Wisconsin, Michigan, Iowa, Minnesota, Nebraska and points on this road and connections.

The Indiana Southern has filed ICC A370, effective Jan. 15, applicable on wheat and corn milled at Indianapolis and corn shelled in transit at Newton, Ill.; primarily on corn and wheat from stations on the Ind. Sou. to Indianapolis.



Some of the Long Cribs Filled with Corn in 1896 at Petersburg, Nebraska.



In Sup. 3 to ICC A1208, effective Jan. 15, the Missouri Pacific announces rates on grain and grain products from points in Colorado, Kansas, Missouri, Nebraska and Oklahoma to points in Arkansas, Missouri and Oklahoma.

Rates on grain and grain products, effective Jan. 12, from stations on the Pennsylvania and connections to New England points and points in northern and eastern territory, are announced by that system in Sup. 5 to ICC RR115 and JJ171.

Effective, state, Dec. 10, interstate, Jan. 11, the C. & A., in ICC 228, announces rate of  $4\frac{1}{2}$ ¢ on oats from Chicago to Lockport, Ill., to be milled in transit and reshipped to Chicago, return movement from Lockport to Chicago included.

The Mo. Pac. has filed, in Sup. 5 to ICC A1109, effective Jan. 15, rates on grain and grain products between St. Louis, East St. Louis, Chicago, St. Paul and points taking same rates and stations in Colorado, Kansas, Missouri, Nebraska and Oklahoma.

Rates on grain and grain products between points in Kansas, Colorado and Oklahoma, also Superior, Neb., and points on the Mississippi and Missouri rivers, effective, state, Dec. 6, interstate, Jan. 15, are given by the A. T. & S. F. in Sup. 34 to ICC 4032.

In Sup. 7 to ICC 4531 the Chicago Gt. Western has filed rates, effective Jan. 6, on wheat, corn and oats, destined to southeastern and Carolina territories, from stations in Iowa, Kansas and Missouri (originating at points beyond) to Cincinnati, O., Jeffersonville and New Albany, Ind., and Louisville, Ky.

Changes in rules governing tariff on grain and grain products, effective Jan. 15, are given by the Wabash in Sup. 11 to ICC 1079, applying to shipments between Chicago, Milwaukee, Watertown, Wis., and points taking same rates; also St. Louis and East St. Louis and other points in Missouri and Illinois.

The Southwestern Tariff Committee, in Sup. 4 to ICC 627, effective Jan. 15, gives rates on grain and grain products from points on the Mississippi and Missouri rivers and points in Arkansas, Colorado, Illinois, Kansas, Kentucky, Missouri, Nebraska, New Mexico, Oklahoma, Tennessee and Wyoming to points in Louisiana.

In ICC 4716 the Chicago Gt. Western has filed rate on wheat only, effective Jan. 11, from points on the Missouri river (when from points beyond over any railroad) to Chicago, Milwaukee, Manitowoc, Wis., Blue Island, Ill., Hammond, Ind., and Joliet, Ill., when destination is beyond these points, to be milled in transit at Minneapolis.

A rate of 12¢ on wheat only, 11¢ on corn, oats, rye and barley, effective Jan. 9, has been filed by the Chicago Gt. Western in ICC 4712 applying on shipments from Kansas City, Mo., Leavenworth, Kan., and St. Joseph, Mo. (arriving at the foregoing points over any railroad), to Minneapolis, Minnesota Transfer, St. Paul and South St. Paul, Minn.

Rates on grain and grain products, ef-



Cribs Full of Corn at Petersburg, Neb., in 1896.

fective Jan. 12, and articles taking same rates, have been filed in ICC A7669 by the Ill. Cent. applicable between stations on that road in Iowa, Minnesota and South Dakota, also Omaha and stations in Illinois and Indiana on the I. C.; likewise included are Paducah, Ky., St. Louis and Illinois stations on the Indiana Southern.

Rules governing elevation charges on grain at Mt. Vernon, Ill., are canceled by the Southern Ry in Sup. 3 to ICC 7589; no rules in effect; effective Dec. 22.

## The Decline of Cribbing at Country Stations.

Those who traveled the corn belt during the latter part of the 19th century were always deeply impressed by the large cribs to be found at nearly every station, and the large amount of ear corn generally stored during the winter. In those days most of the corn was marketed on the ear and farmers had little store-room at home for the accommodation of their crops; hence, it was necessary for them to market the corn as they gathered it from the fields. This made it incumbent on the country grain buyer to build large cribs and generally he\*bot a horse-power sheller to remove the cobs.

With a better mechanical equipment of the farm and the country elevator the necessity for the large cribs has been greatly reduced. Through the means of large capacity power shellers many elevator men are able to shell each day's receipts and store in bin or load into car for immediate shipment; and, too, farmers have both cash and credit, so are able to store or feed their corn at home.

No doubt the deterioration in the ear under the old crude methods of handling corn was far greater than the elevator man was willing to believe, and his improved method of handling has resulted in more certain profits and reduced waste.

We are indebted to the Crowell Grain & Lumber Co. of Omaha for photographs of corn cribs at Petersburg, Boone county, Neb., which were full of ear corn in 1896. The longest of the cribs shown was 1,080 ft. It was 12 ft. wide, 9 ft. high on one side and 12 ft. on the other.

While some western stations of the corn surplus states still possess one or two cribs, few new ones are being built

and cribbing seems to be declining at stations. Today each farmer has at least one crib and most of them have wire fence cribbing with which they construct supplementary storage out in the open. There was one disadvantage in the old method of storing at stations that is not found in present day methods. The speculators in and buyers of corn could, by traveling over the country; obtain a very bearish view of the value of corn, and the country grain buyer lost much through the speculation of thieves and townsmen. Large quantities of any kind of grain stored in sight, where those interested in the market can see it, always has a depressing effect on prices. It was but natural that the low average farm value of corn of fifteen years ago should result in many new uses being devised for the cereal and the maintenance of a higher range of values.

Another factor which has worked against the storing of corn in large cribs is the introduction of new varieties of large ears which have not always matured so thoroly as to permit of safe storage.

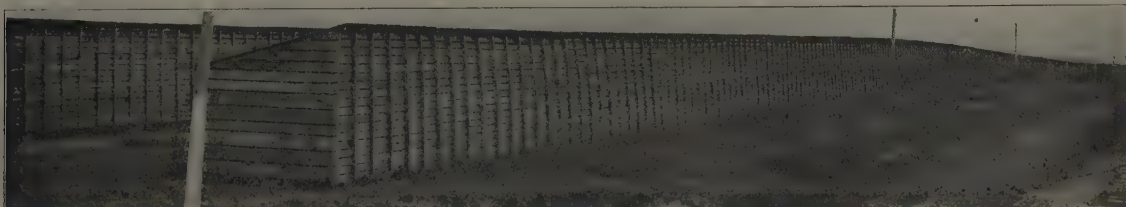
## Calendars Received.

"Best Wishes for the Holidays" accompany the 1910 calendar of souvenir post card size sent to friends by J. F. Zahm & Co., of Toledo, O.

The Nanson Commission Co., of St. Louis, with elevators at numerous points in Illinois and Missouri, has issued an artistic calendar for 1910 which is being sent to the trade.

Brands of clover and other grass seeds to which they give prominence are represented on the new calendar of Steele Briggs Seed Co., Toronto, Ont., by pictures in colors of a marten, eagle, tiger, wolf, ermine, hawk and lion. The calendar is a large one and unusually attractive.

One of the most attractive calendars for 1910 that have been distributed to the grain trade up to this time is that of A. F. Leonhardt & Co., New Orleans. The feature of this calendar is the reproduction in realistic colors, embossed, of eight ears of corn suspended from a nail in an old barn door. Below is printed the title of the picture—"King Corn." The calendar is truly a work of art and will prove an ornament to any grain office.



Crib 1,080 Feet Long, at Petersburg, Neb., Full of Ear Corn in 1896.

## Wasteful Handling of Grain.

BY I. A. PIERSON.

The cost of installing, operating and maintaining elevator legs has always been much greater than is necessary to handle the grain on its way from the producer to the consumer. These fixed charges could easily be materially reduced and the reduction added to the elevator operator's profit, if he would but give careful attention to the mechanical equipment of his house. Too much importance is given to the dimensions of the house and the contract price and far too little attention to the work the house will do and its proper equipment.

Buckets which will not take up a full load of grain have no place in an elevator leg. The cost of elevating and re-elevating the useless portion of the cup many times every hour is all wasted. No one is helped or benefited and the old iron does not enjoy the ride. Greater demands are made on the belt, the bearings and the power machinery than is necessary to elevate a given quantity of grain, and the elevator owner pays for their early renewal without even asking if the equipment was suited to his needs or if it did the work properly.

Some day the grain dealer will awake to the amazing waste, discard the barn builders and employ engineers, who will study the needs of his business. The old plan of cut and try must give way to exact methods if economical handling elevators are to save grain and increase the profits of the elevator operator.

Not long since we learned of a new rapid-handling elevator leg which is run at such great speed the grain is thrown against the head casing with great force. Naturally the casing is worn away frequently and much grain falls down the back leg, only to be re-elevated and thrown again against the wood housing with great force. The loss by abrasion alone is enough to warrant the elevator owners tearing out the leg equipment and installing machinery better suited to the work in hand.

The grain elevator operators of the country are paying most dearly for the continued use of elevators wholly unsuited to their needs. Some contractors are very conscientious in this matter, while others seem eager only to obtain a contract at a price which may net them a

profit. They seem to have little or no interest in building a perfect elevator or in supplying the elevator man with something that will handle his business better than any one else proposes to do.

## Combination Small Grain and Ear Corn Elevator.

The new elevator, just completed at Hollis, Kan., for the Duff Grain Co., of Nebraska City, Neb., shown in the accompanying engraving, was erected for the purpose of handling both small grain and ear corn. The main building has capacity for 15,000 bus. of small grain and the double corn crib for 6,000 bus. of ear corn. Both buildings are erected on heavy concrete foundations and made rat and water tight.

The main building and all roofs are covered with the best grade of galvanized iron and all windows with heavy galvanized screen wire. The engine room is made of reinforced concrete, fireproof and detached from the elevator, securing the lowest rate of insurance.

The equipment consists of one 8-h.p. gasoline engine, one stand of ear corn elevators, one ear corn feeder, one man lift, automatic scale, and provision is made for a grain separator. The wagon dump hopper is made large and double, one for small grain and one for ear corn, tho the latter can also be used for small grain.

An improved method is employed for the handling of ear corn whereby it can be dumped from the wagon, no matter how tough and wet it may be, and elevated to the cribs as cheaply and quickly as small grain and without any more attention from the operator. In a trial, two loads of very tough and wet ear corn were elevated in five minutes and with no attention whatever except to set distributor and raise the gate.

This is a very complete one man elevator and a large amount of machinery and expensive construction is eliminated, cutting down maintenance and operating expenses. The house was designed and erected by G. H. Birchard.

Santa Claus and all of Bert A. Boyd's friends and customers are now smoking good cigars known as "Boyd's Special" and at Boyd's expense. This is not one of Bert's jokes, because they burn just like tobacco.

## Northeastern Indiana Dealers Complete Organization.

The organization of the Hay & Grain Producers & Shippers Ass'n of Northeastern Indiana was perfected at a meeting of dealers at Ft. Wayne on the evening of Dec. 15. The new ass'n is designed to be a closer and stronger union than its predecessor, the Northeastern Indiana Grain Dealers Ass'n, and its by-laws have been carefully drawn in detail to provide for the making of complaints and their settlement by an impartial executive committee of three.

One trouble hitherto has been the operation by buyers regular at one point at other points where they have no equipment. This bone of contention will be removed by the requirement that members joining the ass'n shall state at what points they contemplate operating. The annual dues are \$5 per year and assessments may be made at the rate of \$2 per month for grain stations and \$1 per month for hay stations, for a period of not exceeding 3 months on a 2/3 vote. Meetings will be held the second Tuesday of each month at the Commercial Club rooms, Ft. Wayne.

The meeting of Dec. 15 was preceded by a dinner at the Wayne hotel with about 50 present, several arriving late from a local meeting at Lima, O.

Pres. H. H. Deam called the meeting to order at the Commercial Club at 7:30, and Sec'y T. P. Riddle with the aid of a map and several diagrams outlined the local situation.

T. P. Riddle: We have in our territory 35 grain firms who operate 72 elevators at 57 stations; 11 mills; 21 grain firms who handle hay; 4 affiliated exclusive hay shippers and 10 unaffiliated hay shippers. Each elevator handles on an average 65,000 bus. per year making a total of 4,680,000 bus. of grain; the 11 mills handle 675,000 bus., and 15 small mills are not taken into account, making a grand total of 5,355,000 bus. grain handled annually in the territory of this ass'n. The 57 grain stations handling hay ship 15,675 cars and the 26 hay stations ship 2,860 cars, a total of 18,535 cars hay handled annually, or 203,885 tons per year.

The roll was called and those responding were requested to state whether or not they favored the proposed organization.

E. M. Wasmuth: I think this is the very best scheme we ever had. We are nearer on the right track than any ass'n we ever attempted. It is a necessity since the advent of telephones. We are a lot of chumps if we don't get together. If we find any bumps we can smooth them out as we come to them. We have got to be decent.

H. H. Deam: Mr. Riddle has been neglecting his business to look after our affairs. The matter of dues should be attended to.

Mr. Shepherd: The telephone business is a bad thing. This street buying business is a bad thing. I am in favor of hanging out a slate and letting the stuff go where it pleases.

Pres. Deam appointed C. F. Davison, G. T. Burk and C. G. Egly a committee to draw up a code specifying what constitutes uncommercial conduct.

T. P. Riddle as a suggestion to the committee moved that no sacks be loaned. Approved.

Mr. Shepherd suggested that farmers be not called up on the phone to give them quotations.



New 21,000-Bu. Elevator of Duff Grain Co., at Hollis, Kan.



Lew Myer suggested that "We engage no grain in advance. The contracting by a farmer of his oats in June ought to be prohibited."

T. P. Riddle: Such contracts should be in writing.

E. M. Wasmuth: The only way to buy grain is to take it at the price ruling on day it comes in. A written contract is the lesser evil of the two.

Lew Myer: Not one dealer in a hundred makes any money by engaging.

Ben Levy: Only one man at our 7 elevators contracts.

J. W. Dirheimer: It is different with a mill.

Mr. Brown: The thing to do is to cut it all out. When a farmer drives up with a load of wheat he gets the price we are paying. The elevators ought to sell wheat to the mill at a reasonable bid. A mill ought to be willing to pay the elevator the top price.

E. M. Wasmuth: We can eliminate contracting before harvest by requiring written contract and 5 cents margin.

Lew Myer: We are trying to get out of engaging and require contracts; and even then we get trimmed. We cut out engaging at a certain price; we now advance money, but take it at the price on day delivered.

Ben Levy: I believe a bond should be required from dealers interested in a

controversy to make good arbitration decision.

C. F. Davison: I suggest that all advances be cut out.

A motion was adopted that the committee on code of commercial conduct report at the next meeting.

The call of the roll showed 90 firms in favor of the new organization, 7 not represented and 3 in suspense; and as this is the 90 per cent required in the preliminary agreement the ass'n became effective.

H. H. Deam: To-night marks the beginning of our ass'n. From this time forward each member is under obligation to abide by our rules.

T. P. Riddle: I move that the organization go into full force and effect Dec. 20. Carried.

M. T. Dillen: The annual meeting of the Indiana Grain Dealers Ass'n Jan. 11 and 12 will conflict with the regular meeting of this ass'n.

G. T. Burk: I move that our next meeting be held on the first instead of the second Tuesday in Jan. Carried.

Adjourned at 10:50.

## In Attendance.

Among those present were:

H. C. Arnold, Bluffton, Ind.  
C. E. Bash, Huntington, Ind.  
R. A. Brown of Huntington Mill Co., Huntington, Ind.

G. T. Burk, Decatur, Ind.  
O. C. Crowell, Columbia City, Ind.  
C. F. Davison, Bluffton, Ind.  
H. H. Deam, Bluffton, Ind.  
M. T. Dillen, Sec'y Indiana Grain Dealers Ass'n, Indianapolis, Ind.  
J. W. Dirheimer, of Columbia City Milling Co., Columbia City, Ind.  
E. E. Elliott, Markle, Ind.  
Conrad Erbe, Columbia City, Ind.  
C. G. Egly of Bowers-Niblick Grain Co., Decatur, Ind.  
Samuel Egly of Geneva Milling & Grain Co., Geneva, Ind.  
J. F. Good of Warren Elevator Co., Warren, Ind.  
Mr. Huser of Preble Elevator Co., Preble, O.  
M. Kraus and Mr. Apfelbaum, Columbia City, Ind.  
M. L. Krieg of J. F. Winebrenner Son & Co., Huntington, Ind.  
Ben Levy, Ft. Wayne, Ind.  
L. McCreary, Decatur, Ind.  
J. B. Miller of John Studebaker & Son, Bluffton, Ind.  
Lew Myer of O. Gandy & Co., South Whitley, Ind.  
T. P. Riddle, Ft. Wayne, Ind.  
H. W. Robinson, Pres. National Hay Ass'n, Green Springs, O.  
N. B. Shepherd, Geneva, Ind.  
E. M. Wasmuth, Roanoke, Ind.  
Geo. M. Way of Davison & Way, Os-  
sian, Ind.  
Weber and Mr. Purviance, Hunt-  
ington, Ind.

Representative Lovering of Massachusetts will introduce into Congress, within a short time, his drawback bill. The plan is to incorporate in the bill the linseed oil provision of the Dingley law.

## T. R. Ballard Killed by Auto.

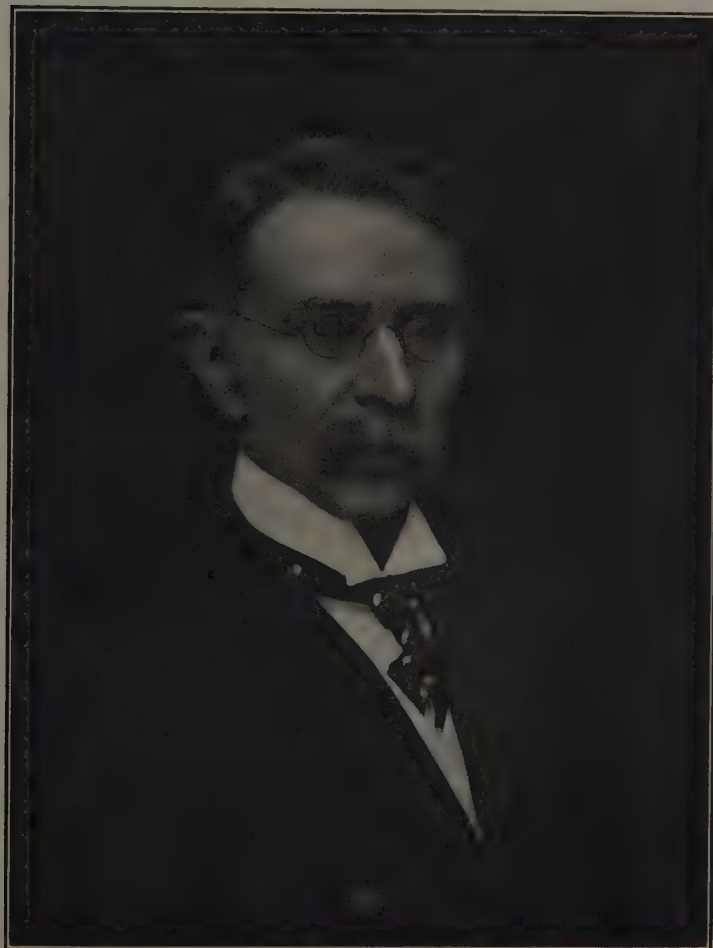
Theodore R. Ballard, president of the Ballard-Messmore Grain Co., and former president of the St. Louis Merchants Exchange, was run down and killed by an automobile while attempting to cross Washington boulevard, in St. Louis, the evening of Dec. 13. Two machines had flashed past at high speed and stepping back to avoid them Mr. Ballard was struck by a third car coming from the same direction. He was hurled about ten feet and died within 45 minutes after being injured.

For nearly twenty years Mr. Ballard had been a prominent figure in business and social circles of St. Louis. With former Governor Folk he served as Immigration Commissioner under Governor Stephens and was a police commissioner between 1901 and 1905. For several years he was treasurer of the Jefferson Club. He represented citizens of Missouri in presenting the silver service to the battleship Missouri. He also presented the punch bowl which the citizens of St. Louis purchased for the cruiser St. Louis. His activity on the Merchants Exchange extended over many years. The St. Louis Millers Club numbered him among its members.

Mr. Ballard was born July 12, 1848, in Guernsey Co., O. His business career began in 1873 as a grain buyer in central Illinois, where he operated at several points on various railroads. In 1892 he established the Ballard-Messmore Grn. Co. Socially his acquaintance was extensive and included the leading citizens of the city. He is survived by his wife, two daughters and by one son, John A. Ballard.

The past presidents of the Merchants Exchange met on Dec. 15 and adopted suitable resolutions, and also served as honorary pall bearers at the funeral held on that day.

The Baltimore & Ohio Southwestern announces, in ICC 6525, effective Jan. 1, rules governing allowances for elevation or transfer of grain at all stations on that line.



Theodore R. Ballard, St. Louis, Mo., Deceased.

### Deterioration of Corn in Storage.

With the purpose in view of obtaining definite information regarding the deterioration of shelled corn in elevator bins and in grain cars special investigations were begun at Baltimore in February, 1909, by the Bureau of Plant Industry of the U. S. Dept. of Agri., in cooperation with the Baltimore & Ohio Railroad Co.

The first series of experiments in these investigations, as related by Ass't Chief J. W. T. Duvel, in circular No. 43 of the Bureau of Plant Industry, comprised tests with (1) 5,550 bus. of corn stored in a 65-ft. elevator bin for 69 days, until the corn at the top of the bin had become badly damaged; (2) 900 bus. of dried damaged corn from the top of the bin loaded into a car and held on track for an additional 37 days, and (3) 900 bus. of the best cool corn from the same bin loaded into a car and held on track with the car containing the dried damaged corn.

On Feb. 17 and 18, 1909, 5,550 bus. of shelled corn were stored in a 65-ft. bin in Elevator C of the B. & O. Railroad Co. at Locust Point, Baltimore. This corn was left without "running," until April 27, 1909, at which time the fermentation at the top of the bin had progressed so that the corn was hot and sour, the temperature 8 inches below the surface having reached 133° F.

The corn used in these experiments, far as the records available show, consisted of 4,050 bus. grown in the Dakotas, the remaining 1,500 bus. having originated in Illinois. The 3,050 bushels first run into the bin consisted of practically all Dakota corn. The next draft of 500 bushels was Illinois corn with a small admixture of Dakota corn. The 1,000 bus. following consisted of Illinois corn, while the 1,000 bus. in the tenth and eleventh drafts at the top of the bin were composed of corn from the Dakotas.

In filling the bin each draft consisted of 500 bus., with the exception of the first 50 bus. at the bottom of the bin. After almost every draft, samples were taken with a 4-ft. grain trier, one from the center and one from near each corner

of the bin, and the different factors representing the quality and condition of the corn were determined for each sample.

The average moisture content of the corn in the different drafts varied from 17 per cent in the eighth and ninth to 18.8 in the sixth draft, with an average of 17.8 per cent for all the corn in the bin. The weight per bu. varied from 52.6 lbs. in the fourth draft to 55 lbs. in the eighth and ninth, with a total average of 53.7 lbs. Similar variations in the other factors indicated that the corn of the highest quality and in the best condition was the Illinois corn contained in the eighth and ninth drafts.

The bin used in this experiment was previously equipped with 13 electrical resistance thermometers, so that temperature records of the corn in various parts of the bin could be taken. Fig. 1 shows the location of these thermometers, numbered from 1 to 7 and from A to E, inclusive. The same diagram shows the number of bus. contained in each draft, the average moisture content and the weight per bu. of the corn in the various parts of the bin at the time of filling, the temperature of the corn immediately after the bin was filled and the maximum temperature of the corn at the end of the experiment, which extended over a period of 69 days.

The first indication that the corn had begun to deteriorate was on March 26, after it had been in storage 37 days, at which time a slightly sour odor was perceptible in the corn at the top of the bin, showing that fermentation had begun. On April 22, however, 27 days later, the highest temperature recorded was still less than 70° F., but during the 5 days immediately following a maximum of 133° F. was reached, 8 inches below the surface of the grain. From March 31 to April 26 samples taken from the bin thru holes bored in its walls indicated progressive deterioration, the fermentation in the upper 500 bus. of corn was very active and the temperature was increasing rapidly. On April 25 thermome-

ter No. 7, in the center about 5 feet beneath the surface of the corn, registered 87° F. At 8 o'clock the following morning this same thermometer registered 102° and increased 28 degrees in 48 hours. The highest temperature registered on April 27 was 133° F., in corner No. 4, 8 inches below the surface of the corn. In corner No. 1, 14 inches below the surface, the temperature was 110°; in corner No. 2, 112°; in corner No. 3, 125°; and in corner No. 4, 132½°. Thermometer B, in corner No. 2, the same depth below the surface as thermometer No. 7, registered 71.5° F. A clearer understanding of these conditions will be had by consulting Fig. 2, which shows the temperature of the corn in various parts of the bin, together with the daily maximum and minimum air temperature, and the general character of the precipitation during the 69 days covered by the experiment.

The corn in the lower 45 feet of the bin, except 900 bushels of the best quality which was loaded into a car for further test, after being handled over three elevators and dried to 14.87 per cent of moisture, was given a grade of "mixed corn." The germination of this corn was 80.8 per cent at the beginning of the experiment, 71.4 per cent when drawn from the bin, and 81.4 per cent after being handled and dried. The total loss in weight, as shown by the certificates furnished by the weighman of the Chamber of Commerce, resulting from filling and emptying the bin and the evaporation during the 69 days in storage, amounted to 310 pounds, or slightly less than one-tenth of 1 per cent.

**CARLOAD TEST.**—The average germination of the corn taken from the top of the bin for further experiment, which included not only the hot corn but all that had a temperature over 50° F., was 42.6 per cent after being handled, dried, and loaded into a car. This corn, amounting to 1,070 bus., was weighed, handled over three elevators, and reweighed, after which it was artificially dried in a grain drier at a temperature varying from 151°

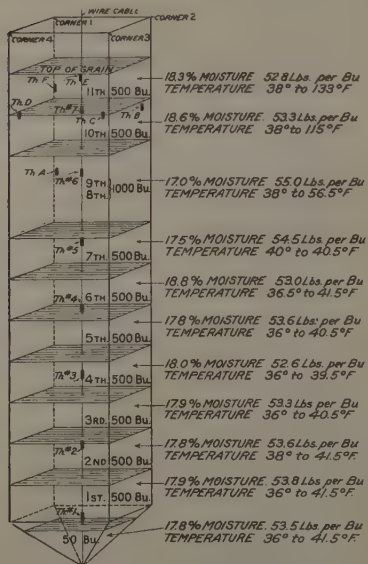


Fig. 1.—Location of Thermometer in Division of Elevator Bin.

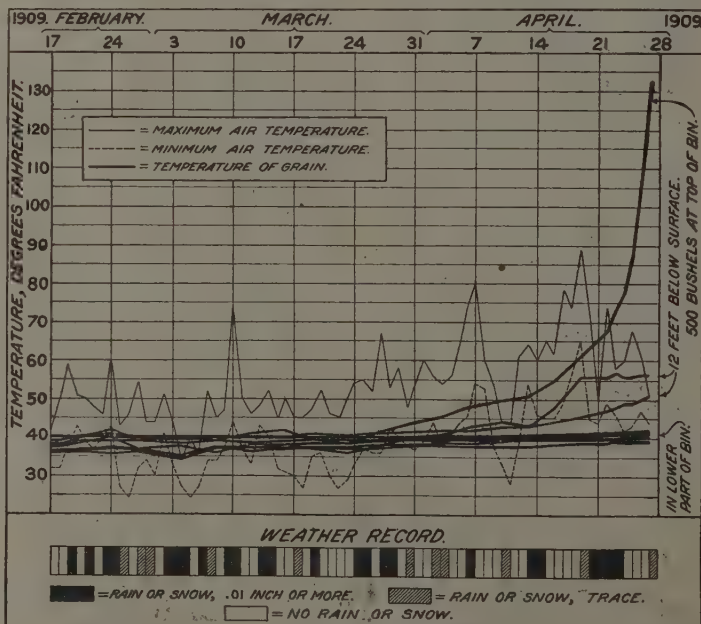


Fig. 2.—Temperature of Corn in Bin During 69 Days, and Weather Conditions.



to 163° F. The average moisture content of this corn as taken from the bin was 18.64 per cent.

After this corn was dried and thoroughly cooled, 900 bushels, having an average moisture content of 14.57 per cent, were loaded into a car as if intended for shipment. The car was run out into the yard and left standing on the track fully exposed to all atmospheric changes. On May 25, after being in the car 28 days without any noticeable change in condition, the corn was unloaded, elevated, and weighed, and then returned to the car and left an additional 9 days on the track. On June 3 the temperature of the corn was 67°, an increase of only 10 degrees during the entire 37 days that the corn was in the car. Its condition was fully as good if not better than when it was placed in the car on April 27, altho the odor resulting from the fermentation of the corn while in the bin had not entirely disappeared.

In order to secure data for comparison, 900 bus. of the best cool corn from the bin, principally the Illinois corn from the eighth and ninth drafts, were loaded April 27 into a car and placed on the track alongside of the car containing the 900 bus. of dried damaged corn from the top of the bin. Thru manipulation before loading into the car the temperature of this corn was raised from 40° to 42° to 48° F. Average moisture content of this car of corn was 17.5 per cent, and the weight per bu. was 55.3 lbs.

After standing on track 23 days the corn began to show unmistakable signs of deterioration. At that time, May 20, the maximum temperature of the corn was 75° F., and it had a distinctly sour and musty odor. Five days later the maximum temperature was 122° in the brake end of the car, approximately 6 inches below the surface of the corn, and the average weight per bu. had decreased from 55.3 to 52.6 lbs. The moisture content varied from 13.6 per cent in the corn at the surface to 17.5 where the temperature was 122°, as compared with a variation of from 17 per cent to 17.7 per cent at the time the corn was loaded into the car.

On May 25 the corn was unloaded, weighed, handled over 5 elevators, reweighed, screened, weighed a third time and returned to the car for further observation. When the corn was returned to the car the second time (May 25) the temperature was 73° F., approximately the same as the temperature of the air at the time the corn was handled. On June 3, 9 days later, the corn in the car was again hot, the maximum temperature being 112° F., showing that hot corn is not made safe for shipment when cooled simply by handling.

Fig. 3 shows the changes in temperature in both the car of undried corn and the car of dried damaged corn while on the track, from April 27 to May 25 and from May 25 to June 3, together with the daily maximum air temperature and the weather record for the same period. The diagram also shows that only the corn near the surface was influenced by the temperature of the outside air.

The shrinkage in weight in the layer of undried corn from the bin, based on the reduction in moisture of 3.92 per cent, was 4.53 per cent. On May 25 this corn was unloaded and reweighed by the weighman of the Chamber of Commerce on the scales regularly used at the elevator. The loss in weight in the loading and unloading and thru evaporation while in the car from April 27 to May 25 was 367 lbs., or 0.728 of 1 per cent. The corn was then handled over 5 elevators, screened, weighed and reloaded. This manipulation reduced the moisture content to 16.55 per cent, or 0.92 per cent less than when the corn was first loaded into the car on April 27; equivalent to a loss in weight of 1.1 per cent, due to the evaporation of moisture while in the car and in the handling of the hot corn in the elevator. On June 3 this car of corn, cooled by handling, was again hot, the temperature having increased from 73° F. to 112° F. from May 25 to June 3. The average moisture content of the surface corn was only 13.95 per cent, as compared with 16.55 per cent when reloaded, a reduction in moisture of 2.6 per cent in 9 days. Some degree of this reduction may have been the result of opening the

car frequently for securing samples, reading temperatures, etc., so that the same results might not apply in the same degree to corn in transit where the cars are unopened from point of shipment to destination.

## Grain Dealers and Claim Agents Hold Meeting.

A meeting of representatives of the Illinois Grain Dealers Ass'n and freight claim agents representing four principal railroads was held at the rooms of the Central Freight Ass'n, Chicago, Dec. 15. Those present were G. D. Montelius, pres. of the I. G. D. A., Piper City; Wm. R. Bach, att'y, Bloomington, mgr. of the Claims Dept.; R. C. Baldwin, Bloomington, chairman Railroad Committee; S. W. Strong, sec'y, Pontiac; R. Kirkland, freight claim dept., Illinois Central; E. S. Stevens, freight claim dept., C. & E. I.; R. C. Richards, freight claim agt., C. & N. W.; W. O. Bunger, freight claim agt., C. R. I. & P. Those in attendance constituted two committees named respectively by the Illinois Grain Dealers Ass'n and the Nat'l Ass'n of Freight Claim Agents, the former being appointed at the Sixteenth Annual Convention of the I. G. D. A., held in Peoria, and the latter by the Freight Claim Ass'n meeting held at Old Point Comfort.

The committees met for the discussion of claims and among the topics that received attention were the following: Natural Shrinkage, Deduction for Variation of Scales, Grain Doors, Repairs of Cars, and How Claims for Loss in Transit or Delayed Delivery Should be Substantiated.

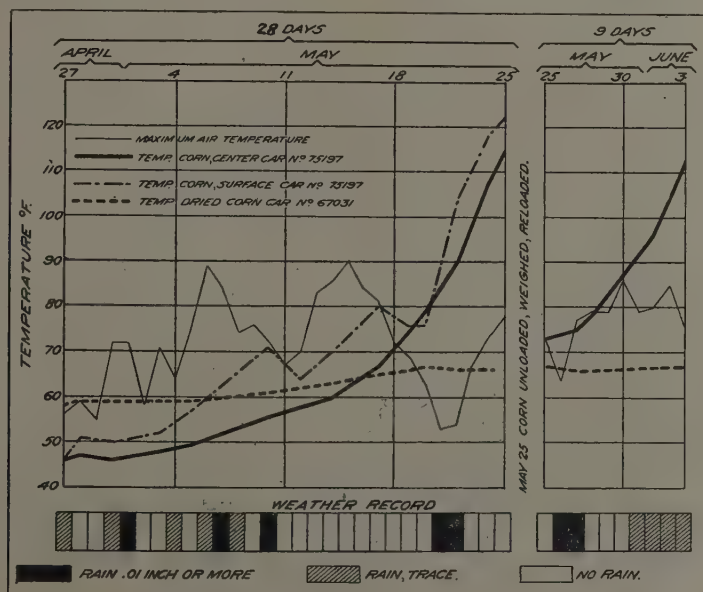
In the opinion of those present the meeting, which continued for three hours and was marked by frankness and entire good feeling, was one of the most important that representatives of the I. G. D. A. have participated in and doubtless opened the way for future conferences which will bring results of benefit to shippers.

We would be at a loss if we did not take the Grain Dealers Journal.—J. C. Wones, Maplewood Eltr. Co., Maplewood, O.

One of the earliest of the 1910 calendars is that now being distributed by C. H. Lumsden, broker in hay and grain, of Raleigh, N. C. The engraving which adorns the calendar depicts two attractive young ladies studying a sign.

Wheat from the far north recently was brot into Winnipeg by the Canadian north-west mounted police. The sample was grown at Fort Laird, on the River Laird, which empties into the Mackenzie at Fort Simpson, 20 miles north of the sixtieth parallel and 20 miles east of the boundary of Yukon territory. The wheat graded No. 2 northern.

On and after Dec. 1 the new ruling by the telegraph companies, relative to the transmission of code messages, will go into effect. As stated in the official circular, issued by the Western Union and Postal Telegraph companies, "all groups that do not form words from one of the following languages, namely, English, German, French, Italian, Dutch, Portuguese, Spanish and Latin, and that are not combinations of words from those languages, will be counted, in landline telegrams, at the rate of 5 letters, or fraction of 5 letters, to a word; and figures, decimal points and bars of division will be counted, each separately, as one word."



Changes in Temperature of Carload of Corn; and Weather Conditions.

### New President Omaha Grain Exchange.

The Omaha Grain Exchange, which continues to gain strength and prestige, has at last elected a real grain man for its head, Frank S. Cowgill, general manager of the Trans-Mississippi Grain Co., having been chosen president at the recent election.

Mr. Cowgill was born in Illinois and many years ago entered the grain trade



Frank S. Cowgill, Omaha, Neb.  
New Pres. Omaha Grain Exchange.

at Peoria as an employee of the Bartlett interests. Later he traveled in Illinois for Bartlett, Frazier & Co. and 12 years

ago went to Omaha to look after the interests of the firm there.

Mr. Cowgill has a host of friends in the trade and has the confidence of all factions, so his election cannot help but prove beneficial to the market.

It is going to be difficult to obtain good dry corn this year, and the amount available will command premium over prices that had been expected. Taking the western country as a whole, the condition of this year's crop is the poorest in years, in most sections the worst on record. The significant feature of the market has been an increasing buying power by the country element—which is rarely wrong in its grain views. During October, anticipating a large crop, the country grain dealers were heavy sellers in this market, anticipating ability to make deliveries. This had an influence upon a large contingent of city speculators. Against this selling was a generous buying by south and southwestern people of the short corn sections, and cautious scale buying by people who early realized that the trade was to face a crop of unusual moisture contents. We analyzed this feature of the situation in our corn circular a month ago and foreshadowed the price market which has since developed. We can only repeat our advice that the price of corn will ultimately be measured by the feeding value of the grain, and now add that contract grades in this market will command a premium over the farm value—which value at the present time is from 70 to 80 cents.—Clement, Curtis & Co.

### New Annex and Elevator of Neb.-Ia. Grain Co. at Omaha.

In keeping with the growth of the Omaha market the Nebraska-Iowa Grain Co. has recently made many improvements in its terminal elevator at that point, the principal addition to its facilities being the construction of the storage annex shown together with the old building in the engraving herewith.

The new storage annex is 40x100 and 75 ft. high. It stands on a concrete foundation, has cribbed bins and is covered with galvanized iron. Grain is delivered to and taken from the annex by 30-in rubber belts. The old building and working house is 40x40 and 110 ft. high.

The house has three tracks and an additional track scale has been put in, making three in all. Cars are moved by a Burrell worm gear car puller driven by rope drive. A new leg having 20x7½-in. buckets has been added, so the equipment now includes three transfer elevator legs, two bifurcated loading spouts and an oat clipper, the latter also driven by rope drive.

Electric current from an outside source runs the six motors of 30 to 50 h.p. each, and all drives from motors are made with a noiseless V-belt. The annex was erected by the Burrell Engineering & Construction Co., who also greatly strengthened the old building. The galvanized iron was supplied by the Sykes Steel Roofing Co.

The plant has 400,000 bus. storage ca-



Nebraska-Iowa Grain Co.'s 400,000-Bu. Elevator and Annex at Omaha, Neb.



capacity and is operated in connection with a line of country elevators on the C., B. & Q. R. R. Euclid Martin is pres. of the company and the active managers are Chas. F. Davis, sec'y and mgr., and J. H. Wright, Jr., ass't mgr. and treas.

The yield of wheat in New South Wales this year, according to an estimate by the government's statistician, will be 25,500,000 bus., 10,000,000 bus. in excess of last year's production. It is believed that between 13,000,000 and 14,000,000 bus. will be available for export.

Leakage from bags is a source of frequent dissatisfaction in the Newfoundland market and J. E. Ray, agent of the Canadian Department of Trade and Commerce in that district, has recently advised the use only of good, well-sewn bags. Special complaint has been made of oat shortages and loss of round peas. Complaint has also been received from South Africa that the bags in use for the export of Canadian wheat are defective and that much annoyance, loss and delay have been caused importers by the breaking open of bags at port of destination.

## New Cleaning Elevator at Omaha.

The grain trade of Omaha is rapidly increasing and its merchants are drawing from new territory. The number of dealers and the number of grain elevators has again been materially increased during the year now closing and even other elevators are now in prospect.

One of the latest rapid handling transfer elevators to be erected at Omaha is the new frame house erected for the Middle West Elevator Co. The house has storage room for about 125,000 bus. It can handle 10 cars in and 10 cars out in a day of 10 hours. It has a reinforced concrete basement, well lighted, with an 8-foot ceiling. In fact, the entire house is said to be one of the best lighted plants built in recent years. A 30-inch belt conveyor carries grain from the different bins to the boot in the basement. The receiving sink is also of reinforced cement, hoppers with sharp incline so as to facilitate the rapid handling of receipts. Each of the two legs has a boot connected to the sink, and so arranged that each can be operated independently or together.

Like all other elevators in Omaha, this plant is operated by electricity, four 30-h.-p. electric motors being connected directly with machines or shafting it is desired to operate.

On the first floor are bifurcated loading spouts, Weller car puller, Weller car shovels, a Sonander Sacking Scale and a No. 169 Eureka Separator. In the cupola are two 90,000-lb. hopper scales with distributing spout and a 30-inch belt conveyor to carry grain to storage bins which are too far from boots to spout direct.

Mr. C. E. Niswonger is well pleased with his new plant and feels certain that with such improved facilities his company will be able to greatly increase its business.

"I suppose," said the city boarder, "that you go up to the city often now that the trolley cars make traveling so easy and convenient?"

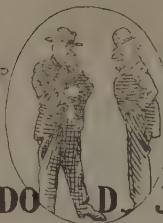
"Wall, I did used tew," replied the old farmer, "especially when the cars was first running threw, but now we have a bucket-shop in the next town I kin get buncoed jist as well by telephone, b'gosh."



New 125,000-Bu. Elevator of Middle West Elevator Co., at Omaha, Neb.

# Profiting By An Explosion.

BY GUIDO D. JONES.



When Sam Diveen resided in Yorktown Switch, several years ago, he was the sole proprietor of the grain elevator located at that station. One very windy evening, just as the farmers of the vicinity had finished their spring plowing and were about to begin sowing their wheat, the elevator, from an unknown cause, exploded.

The whole locality was shaken by the detonation, following which a heavy shower of grain fell upon the furrowed and harrowed fields. It also fell upon the just

and the unjust, and upon the roofs and porches of houses and stores. The people, recovering from their momentary fright, went out with dustpans and brushes and gathered a harvest of grain in the spring.

"Feel sorry for you," remarked Hod Tyler to Sam the following morning. "Total loss, I reckon."

"Yes, a complete loss," Sam replied. "I haven't enough money to erect a new house. In fact, it leaves me broke; down and out."

"Well, cheer up," said the genial Hod. "Be an optimist. You are not an old man; your health is good and you'll come out all right yet."

"I hope so," responded Sam, "but things look pretty dismal just now."

Sam spent the summer and fall seeking to recover his loss in various endeavors. The wolf was chased from the door by a section boss job on the railroad, but when Christmas approached Sam found that his entire capital consisted of a five-dollar bill. Being without kith or kin, he decided, in a moment of recklessness, to treat himself to a Christmas feast, after which he was undecided whether to go for the remainder of the winter to live with his married sister or to pause on the railroad tracks until ground into ballast.

Going into the only restaurant that Yorktown boasted, Sam both pleased and startled the proprietor of the place by handing him the \$5 and telling him he wanted to be fed like a prince. This was rather a vague order for a Yorktown restaurateur, but he promised to do the best he could, and turned him over to the solitary waiter. This functionary was instructed to serve Sam a banquet, and he grinned as he set about to execute the order, unmindful of the fact that as the proprietor had the five the event would prove disappointing in the matter of tips.

Sam had been seated about ten minutes and was just starting on a bowl of sad looking soup when Hod Tyler strolled in and seated himself opposite.

"I don't like to mix in on this layout," he began, glancing over the table, "but I just stopped to wish you a Merry Christmas and to tell you your New Year will be a happier one than the last."

"How do you know it will?" queried Sam with considerable absence of enthusiasm.

"Well, you know last year your elevator blew up."

"Yes," Sam replied, "I suppose you are going to tell me that next year I won't have any to explode. That's a fine joke."

"No, I have something else to tell you," said Hod in no wise resentful. "Something very strange and wonderful. When your elevator went up, the grain, as you know, came down. And here's the marvelous part of it: the vibrations from the explosion shook it into the plowed and harrowed ground, doing away with the necessity of sowing the grain. And, what is more, the next day it rained."

Sam looked at Hod with a skeptical air. "Astonishing, wasn't it?" he said, with ill-concealed sarcasm.

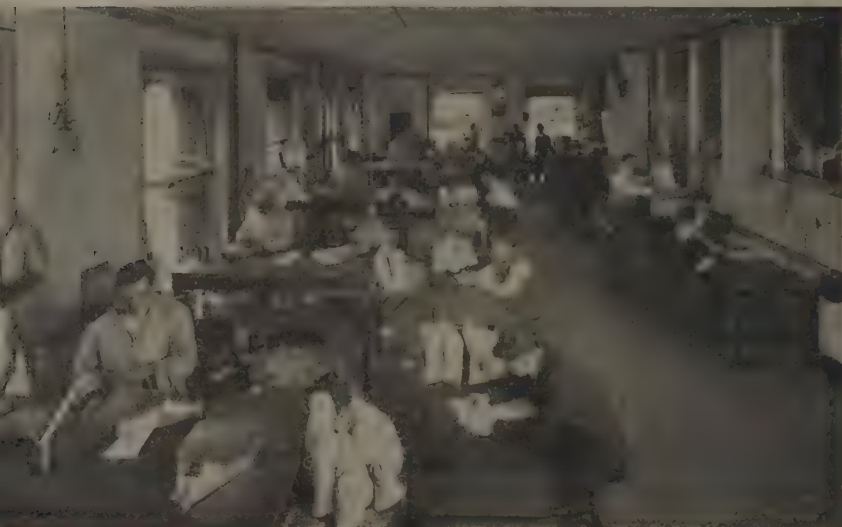
"I see you haven't much faith in my story," Hod continued, "but it's true, nevertheless. The farmers in whose fields the grain fell held a secret meeting yesterday and decided to give you one-tenth of their crops planted by the explosion. They also sent me to wish you a Merry Christmas and a Happy New Year."

"Are you telling this on the square?" Sam exclaimed. "Aren't you joking?"

"Certainly not," was Hod's rejoinder. "Here's the proof." And he handed Sam a check of four figures.

"Hooray," cried Sam, overwhelmed with joy. Then to the waiter: "Here, bring in two pieces of mince pie—one for Hod and one for me. I will skip the rest of this dinner. I'm too happy to eat."

Dealers in flaxseed in Europe and Asia are offering seed to United States crushers at a considerable discount from present domestic prices.



Inspection Room of Illinois State Grain Inspection Department, Looking South.



Inspection Room at Chicago of Illinois State Grain Inspection Department.



## Remodeled Offices of Illinois Grain Inspection Department.

After Chief Grain Inspector W. Scott Cowen made the change from the track inspection system, that had been in vogue ever since the grain inspection department was established, to the office inspection system, it became necessary to remodel the offices at Chicago occupied for many years by the Illinois State Railroad and Warehouse Commission, State Grain Registrar and the Chief Grain Inspector.

The corner room, having the best light, formerly used at times by the Railroad Commission, was enlarged and devoted to the examination of grain samples brought in from the in-bound railroad tracks. The engravings herewith show the row of sample tables ranged along the street side of the inspection room. Each table has its sample pans and grain tester. One fotograf taken near the end of the room shows the room cleared of the workers, the other engraving from a fotograf taken

in the same direction, but at the north end of the room, shows the inspectors and clerks at their tables and desks. A shallow box at the end of the table contains the sacks of samples and the inspector working on his feet, clad in a long linen duster. The third engraving represents the inspection room as seen looking north.

On the side of the corridor opposite the inspection room is the sample room, the engraving herewith showing the metal racks on which the many sample bags are hung. Samples are kept 48 hours for the representative of the owner to obtain them if desired. Incidental to the establishment of the new system of office inspection these samples thus become available to the owners on payment of a fee of 15 cents, but Chief Cowen contemplates furnishing the samples free of charge and raising the inspection fee from 35 to 50 cents per car. Formerly the track inspector, after examining a sample threw it back into the car and there was no check upon the judgment of the inspector as at present. The inspectors at the track formerly shared their official sample with

employees of the Board of Trade receivers' agents who deliver samples to the commission merchants to be exhibited to buyers. Under the new system the commission merchants can obtain two samples of the same car.

Chief Cowen's office is directly north of the inspection room, and next is the room in which the State Railroad Commission holds its Chicago sessions.

## Chaff and Tale-ings.

Did you ever listen to a sliver on a rail on a cold winter evening? Well then listen to me. I am not a sliver; but I live opposite the Wheat Pit and from 9:30 a. m. to 1:15 p. m. each day I listen to the echo of the Board.

"Life is one sweet song," but when you know music by listening only to the echo of the rocks it seems more like a dismal howl.

By the way, no one has howled much, so far as we have heard, because a down east miller carried away between 75 and 150 thousand dollars from the Board during the last few moments of September.

But to get back to our subject.

This department is not edited by the office-boy, but he has been told by the manager to carefully sweep up the chaff and tailings from the editorial room and place them on the writer's desk. It is our sincere hope that we may be able to winnow out of this mess some whole grain that will add substance to our reader's hopes and endeavors.

In this work we hope to have the help of all of the best talent in the country. Several of the men who write daily letters to the trade have promised to pass along their witty sayings for the edification of our readers.

Brother Gulick told us the other day that when he saw President Taft passing the board the other day that he thought what a good cook Mrs. Taft must be—at least from the appearance of the President she must have had considerable practice.

This reminds us of the Elevator friend of ours who always used to stop at the Palmer House because he liked Mrs. Palmer's cooking so well.

In commenting upon the fitness of some men's names to the business they are engaged in the *Chicago Tribune* said: "E. W. Seeds was recently elected a vice-president of the Grain Dealers National Ass'n."

"Give me three grains of corn, mother; give me three grains of corn," begged the child.

"And get pellagra? Nix!" replied the parent.

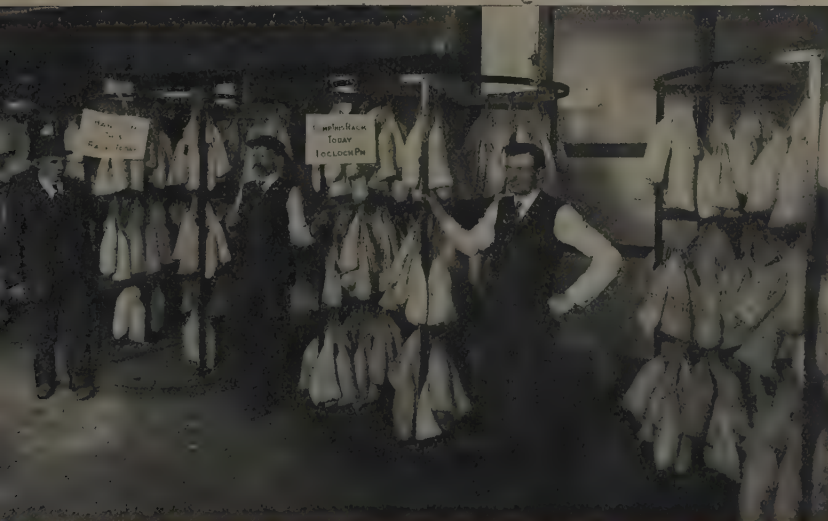
Wherewith the tot regretted the advance of science.

"Do you mean to say that motor cars are interfering with crops?" "Yep," answered Farmer Cornfossel. "Everybody up to the village is so busy tryin' to land somebody for violatin' speed laws that they have hardly any time to tend to regular work."

The prohibition movement in the south received another boost a few days ago when a number of prominent physicians, in attendance at the national conference on pellagra, held at Columbia, S. C., declared that corn "licker," as well as the ordinary products of food made from corn, was responsible for the spread of the new American plague. By inference "rye" is exempt and doubtless will be found a satisfactory substitute.



South End of Illinois State Grain Inspection Room.



Grain Sample Room of Illinois Inspection Department at Chicago.

# Grain Trade News

## ARKANSAS.

Berryville, Ark.—The Berryville Milling Co. will build a 25,000-bu. eltr. next spring to be completed in time for the crop of 1910.

Arkadelphia, Ark.—The Arkadelphia Mfg. Co. has let the contract for its new mill to Stanton & Collamore. The building will be reinforced concrete frame construction with concrete reinforced floors thruout and brick curtain walls. The company will also erect a 70,000-bu. eltr., but have not yet awarded the contract.—Kaucher Hodges & Co.

## CALIFORNIA.

Los Angeles, Cal.—"Fred Brocaw," a youth who obtained various sums of money from local business men by posing as the son of a wealthy grain dealer in Tacoma, was released from jail Dec. 2, and requested to leave town, as no law could be found under which he could be prosecuted. The boy claimed to be 15, but telegrams to the police department from Tacoma said he is 18.

## CANADA.

Maple Creek, Sask.—The Alberta Pacific Eltr. Co. has built an eltr. here and a storehouse at Walsh.

Sedgewick, Alta.—The Imperial eltr. burned recently with about 30,000 bus. of wheat; loss, \$25,000, covered by insurance.

Swan River, Man.—As no bids were received at the recent sale of the mill and eltr. here, the mortgagee, R. A. Martin of Vancouver, has taken possession.

Greenfell, Sask.—Ernest Jones, the recently appointed mgr. of the Farmers' Eltr., was found dead in the eltr. Dec. 2. Apparently he had been adjusting the machinery in the cupola, when he missed his footing and fell to the bottom of the bin, 49 ft. below. He is survived by a widow and five small children.

Fort William, Ont.—A recent order of the railway commission rules that when grain shippers provide car doors for cars in which grain is shipped they shall be reimbursed by the railway companies. The amount fixed west of Fort William is \$1 for a lower door and 50c for an upper one; east of Fort William, 50c flat.

Vancouver, B. C.—W. H. Cushing, minister of public works of Alberta, has started negotiations with the government of British Columbia for the erection of terminal grain eltrs. at this port, as Alberta grain men find it imperative to get better shipping facilities. Situated 1,500 miles from the Great Lakes, cars from the east, intended to handle Alberta grain, are often diverted in Manitoba during rush seasons.

Brandon, Man.—At the meeting of the Manitoba grain growers here, Dec. 16, G. R. Caldwell announced that the Manitoba government will prepare for the passage of a bill at the next session of the legislature providing for government ownership and control of grain eltrs. within the province. It was supposed that Alberta and Saskatchewan would make a similar announcement, but it appears these two provinces have rejected the proposal and will leave eltr. interests as they are.

Winnipeg, Man.—The warehouse commissioner's report on grain eltrs. in western Canada gives the following: Manitoba has 696 eltrs. with a capacity of 22,000,000 bus. Of Saskatchewan's 834 eltrs., with a total capacity of 25,000,000 bus., 219 were built this year. In Alberta 121 eltrs. were erected this year, making a total of 228 having a capacity of 8,050,000 bus., double that of last year. Fort William and Port Arthur have 11 terminal eltrs., with a capacity of 21,500,000 bus.

## CHICAGO.

Old corn will be taken off the call and March shipment posted.

Trades of O. H. Patterson & Co. on Dec. 14 were ordered closed.

Louis H. Schulenberg & Co., brokers in grain and feed products, have removed to Park Manor.

The annual Board of Trade dues have been fixed at \$75 for 1910, payable in two installments the same as this year.

Indemnity trading was informally discussed recently at a meeting in the president's room of the Board of Trade.

After several postponements the trial of the suit of Robert Bebb against the state grain inspection department is set for Jan. 8.

Wm. H. Wheeler, who has made application to withdraw from membership in the Board of Trade, intends to spend the winter in Italy.

Friends of E. W. Bailey are grooming him for the presidency of the Board of Trade. He has been in the commission business for many years and is well and favorably known to the trade.

Wallace H. Hopkins, the broker recently convicted of using the mails to defraud, was sentenced Dec. 13 to serve 4 years and 3 months in the federal prison at Fort Leavenworth and was fined \$1,500.

The posting of Buenos Aires market quotations was no sooner begun than the quotations committee decided to discontinue the service, it being alleged that the Argentine market is manipulated in an erratic manner.

George Watkins, connected with the firm of E. W. Bailey & Co., and a member of the Board of Trade for 25 years, suffered a stroke of paralysis Dec. 14. His condition is considered serious. He is about 60 years of age.

Frank M. Bunch of Rumsey & Co. was nominated, Dec. 22, for second vice-president of the Board of Trade; and, in case two tickets are in the field, may be placed on both as a recognition of his worthy work as an official.

H. D. Wetmore, who spent half his time during 1908 traveling in South America, has decided to leave his cash grain interests in others' hands and spend this winter in Italy. He has posted his Board of Trade membership for sale.

Shippers will demand that the Illinois Railroad & Warehouse Commission prescribe rules for notification by railroads to shippers of the consignee's refusal or neglect to receive freight. The Commission will give a hearing Jan. 5.

W. S. Jackson, who presided at the caucus that nominated A. S. White for pres. of the Board of Trade, Dec. 22, appointed a committee of five to select six candidates for the directory and five each for the appeals and arbitration committee.

Ben B. Bryan, head of the firm of Logan & Bryan, has resigned as a director of the Chicago Board of Trade, because he now resides in New York. His resignation has been accepted and his successor may be chosen at the annual election, Jan. 4.

Albert J. Hough, formerly a member of the firm of O. S. Hough & Son, died Dec. 10, aged 63. He was born in Chicago and had lived here all his life. Until he retired from business on account of failing health, a few years ago, he was the Board of Trade member of Hough & Son.

The directors of the Board of Trade will submit to a ballot vote an amendment to the rules providing for stricter rules in regard to partnerships, because it is alleged that some undesirables, unable to get memberships themselves, have obtained memberships for others and thus have procured the Board's quotations.

Daniel J. Murphy, one of the oldest members of the Board of Trade, died Dec. 9, after a brief illness with pneumonia. Mr. Murphy was born in Chicago 55 years ago and was well known to the grain trade of the country. He was identified with S. H. Woodbury & Co. He is survived by two daughters, a son, and a brother.

Good color and sound alfalfa hay would sell in this market on a par with choice timothy; so owners of this property can consult quotations and determine whether it would pay them to ship their alfalfa to Chicago. Very little of this product finds its way to this market. Owing to the high price recently attained here, timothy feeders have largely switched to the wild hay as a matter of economy, and consequently the cultivated hay has lost somewhat in valuation, and the untame wild but succulent variety has become for the time being the most popular.—W. R. Mumford & Co.

Friends of A. S. White held a caucus in his interest, Dec. 22, and placed him in nomination for the presidency of the Chicago Board of Trade. The caucus was the result of a ten-day effort to get him to stand for the office. A strong committee formally waited on him Dec. 21, and he agreed to accept. He is head of the firm of A. S. White & Co., provision dealers and exporters, has been a member of the Board of Trade since 1882, has served on several standing committees, and was a director from 1904 to '07. He has made an enviable record as a business man of integrity.

Christmas came earlier than usual on the Board of Trade to at least one member and all unexpectedly. Frank Rice, who buys good milling wheat, was closely scrutinizing a sample of durum one day last week when his inspection was interrupted with a cheery "Good morning, Frank!" Somewhat hesitating he accepted the extended hand and a minute later was forced to admit he could not place the man who addressed him. In a few minutes, however, the man was recalled and the memory of his temporary loan revived enough so that Mr. Rice was forced to accept \$90.14, being the principal and interest on a loan granted a friend many years ago in Kansas City, when Frank was buying wild oats.



After a brief illness with pneumonia Henry Stolz, an old member of the Board of Trade, died Dec. 19, aged 56. For years he was manager of the late firm of Milmine, Bodman & Co., and for some time before his death was connected with Brosseau & Co. His body was interred at Milwaukee, his birthplace. He is survived by a widow.

About 30 shippers and eltr. men attended a meeting of the state railroad and warehouse commission Dec. 15 to discuss the new fees for inspection. The chief ground for complaint was the out-inspection charge of 50 cents per 1,000 bus. of oats, instead of the old charge of 50 cents per car. Since a car contains on the average much more than 1,000 bus. of oats, this will be a considerable increase. The practice of mixing dried corn with green corn to get the average of the latter down to the percentage of moisture permissible in No. 2 grade was criticised on the ground that the excessive drying of the corn so mixed in makes it brittle, and the broken kernels damage the whole mixture.

Membership in the Board of Trade has been applied for by Daniel R. Smart, Wm. F. Sieben, John W. Johnson, Moses C. Carnahan, Peter S. Theurer, and John Wickenhiser. H. D. Wetmore, Wm. H. Wheeler, David W. MacDonald, Edwin Wolf, Wm. M. Moss, M. H. Bennett, Joseph Theurer, James W. Harrison, and George K. Knowles have applied for transfer of membership. The directors recently admitted to membership John H. MacMillan, Archibald R. Dennis and George L. Bacon; and refused the application for reinstatement to membership of Louis Rossefy, who was expelled from the Board of Trade along with a Mr. Manson. Two memberships sold, Dec. 20, for \$2,450 each, net to the buyer.

Country grain shippers who were the principal victims of the September oats corner at this late date have been handed a Christmas present in the form of the following resolution adopted by the directors of the Chicago Board of Trade Dec. 21: "In view of the fact that members of this Board have not been disciplined in the past for manipulation of the markets, numerous instances of which have occurred, it is the sense of this directorate that, in this instance, the minimum penalty be enforced; therefore, Resolved, That James Pettit and George E. Marcy be and hereby are suspended from all privileges of the Board of Trade for one day; be it further Resolved, That it is the sense of this directorate that any future violations will be construed as a grave offense, and our rules governing such offense will be enforced." Close observers of the market conditions in September declare that the corner was not a corner. It is said many of those who sold had no expectation of ever making delivery. A few sold who held grain for delivery elsewhere than at Chicago, as a hedge, trusting that sufficient cash oats would come on the Chicago market to let them out. These sales unduly depressed the market, making it profitable for investors to buy and resell, and the investors having the oats sold elsewhere were forced to demand delivery in order to make good their own contracts. After hearing of his suspension Mr. Marcy, who is pres. of the Armour Grain Co., said: "There is very little to be said regarding the matter outside of a few facts bearing on the case. During the last few days in September it became apparent that short sellers had sold more standard oats to be delivered during the month of September than they

could possibly furnish. Our company had been purchasing standard oats to be delivered to us during the month of Sept., paying in price for them all the way from 46 cents down. The bear element had been conspicuously at work hammering the market down to a point where it would stampede the farmer, the actual owner of the oats, to rush them to market; but the day for stampeding the farmer has gone by. Consequently during the last few days of September the market price advanced gradually to 50 cents." James Pettit, who is pres. of the Peavey Grain Co., said: "The September oats long on the books of our company during the month were bought largely against sales for forward shipment and oats in other positions, and had not been entirely liquidated on the last day of the month. It developed unexpectedly, to ourselves as well as others, that September oats had been oversold, due in large part to the disappointment of shippers in oats not having arrived in usual quantity during September. To this was due the apparent congestion on the last day of September, and the prices obtaining on that day do not appear to have been extreme in view of current values both at that time and since. The situation was in large part accidental, due to the position of hedges, and there certainly was no thought on the part of myself or of our house to exact extreme prices of any kind. I assume that the nominal penalty imposed by the directors of the Board of Trade of one day's suspension was intended as a notice to the trade at large that our exchange favors natural rather than unnatural markets."

## COLORADO.

Hillrose, Colo.—Hillrose Alfalfa Milling, Eltr. & Supply Co. incorporated for \$25,000 by O. B. Schooley, David S. Boyd and W. W. Sickels.

Fort Morgan, Colo.—The stock has all been subscribed for the Hillrose Alfalfa Mill, Eltr. & Supply Co. that is pushing construction on its building to begin operating Feb. 1. The concrete work is all done.

## IDAHO.

Thornton, Ida.—Thornton Mill & Eltr. Co. incorporated by J. O. and T. I. Hubbell, J. K. Mullin, H. E. Johnson and E. M. Ryan; capital stock, \$25,000.

Meridian, Ida.—The Pioneer Grain & Eltr. Co. has built a reinforced concrete eltr., having 4 concrete bins and a storage capacity of 65,000 bus. All machinery is up-to-date.

Caldwell, Ida.—The new plant of the Caldwell Mill & Eltr. Co., the largest in Idaho, began operations Dec. 2. The 125,000-bu. eltr. is 6 stories high, including the basement. The 5-story mill requires 1,500 bus. of wheat for every 24 hrs. of operation. The plant is operated by electricity. To begin operating the company had more than 100,000 bus. of wheat in its eltr. here and at branches. Heretofore wheat has been grown in this vicinity only in limited quantities, but the opening up of this market will largely increase the area.

## ILLINOIS.

Rockford, Ill.—Coppins & Lange bot out M. P. Schope, Sept. 1 last.

Kent, Ill.—A. Kieler is spending the winter in Nebraska or Kansas.

Dieterich, Ill.—I have just gone into the grain business.—John C. Beard.

Owaneco, Ill.—W. H. Barrett & Bro. contemplate putting a new boiler in their eltr.

Chatham, Ill.—I have succeeded R. Jones as agent for W. R. Vredenburg.—R. P. Smith.

Piasa, Ill.—I have put in a new Western Sheller and an automatic scale in my eltr. at this point.—J. T. Darnielle.

Garfield, Ill.—The Garfield Grain & Coal Co., a farmers' company, has installed a new gasoline engine.

Taylorville, Ill.—We have installed a new 25-h. p. gasoline engine in our eltr. here.—J. A. Twist, Twist Bros.

Beecher, Ill.—All machinery has been installed in the new eltr. of F. G. Cloldt, which is now ready for business.

Carlinville, Ill.—We are contemplating enlarging our eltr. from 20,000 to 60,000 bus. capacity next spring.—C. R. Aden & Co.

Spencer, Ill.—A broken scale put the eltr. of H. F. Stellwagen out of commission for a few days recently until it could be repaired.

Auburn, Ill.—We installed a new Western Sheller, also a Richardson Automatic Scale in our eltr.—B. Barbee, Pres. Auburn Roller Mfg. Co.

Downs, Ill.—Robert Carlyle has been elected grain buyer for the recently incorporated Downs Grain Co., that has a new eltr. under construction.

Hammond, Ill.—C. A. Bunyan, who recently purchased the eltr. here of Suffern & Hunt, was formerly employed by that firm as a grain buyer.

Fullerton, Ill.—O. A. DeLong of Washington, Ia., has bot the eltr. here of J. W. Hawthorne, will take immediate possession and move his family here soon.

Chatham, Ill.—Chatham Eltr. Co. is contemplating installing a new sheller and cleaner of large capacity, also an automatic scale.—T. H. Maddox, Mgr.

Virdein, Ill.—Kime & Gibson have bot the eltr. of A. S. Harshbarger at this place and will take possession Jan. 1, 1909. Mr. Harshbarger will go to New Mexico.

Camargo, Ill.—Kaga & Co. incorporated for \$2,500 to engage in a general grain business; incorporators, Harry C. Kaga, Myrtle M. Kaga and William Trimble.

Indianola, Ill.—W. H. Current has just completed his eltr. here, replacing the one that burned some time ago. The Burrell Eng. & Const. Co. had the contract.

Mansfield, Ill.—W. R. Mersereau sold his eltr. at this point to Turner Bros. of Cumberland, Ia., and they took possession at once. The sale was made by J. M. Maguire.

Mt. Morris, Ill.—Wingert & Clevidence bot the Neola eltr. here last April. This is a college town and money has been subscribed for an experimental station.—Ira W. Wingert.

Allentown, Ill.—The eltr. of W. S. Russell caught fire recently from a passing train, but prompt action with buckets of water extinguished the flames before much damage was done.

Plainfield, Ill.—We have put in a new boiler for our Hess Ideal Drier. Our corn has been testing 19 to 22 per cent of water, and a good movement of corn has just started.—Chas. V. Barr.

Wyckles sta., Decatur p. o., Ill.—J. A. Roney has not been able to be at his eltr. here for some time owing to illness. J. R. Blanford is in charge of the house during Mr. Roney's absence.

East St. Louis, Ill.—The Segrave-Katz Grain Co. has let the contract for the construction of its new 50,000 to 60,000-bu. eltr. to Fred Friedline. The building will be on the M. & O. right-of-way.

Hinckley, Ill.—On Feb. 13, 1910, the Neola Eltr. Co. will vacate the coal sheds they now lease from us and we will begin at once to handle all kinds of coal.—D. H. Doeden, mgr. Hinckley Grain Co.

Lexington, Ill.—Philip Steiner has bot an interest in the grain business of J. J. Kemp and the Rogers Grain Co. has sold its eltr. here to Bloomington men; possession, in each instance, to be given Jan. 1.

Prophetstown, Ill.—Mathis Bros. & Co. incorporated for \$20,000 to deal in grain, hay, live stock, fuel and building material. The brothers are R. H., E. G. and R. C. Mathis, with their father, Wm. Mathis.

Congerville, Ill.—Leslie Reel, who bot the grain and lumber business of W. J. Rich, made the purchase about a year ago, but did not take possession until Dec. 1. Mr. Rich and family have gone to Chicago.

Taylorville, Ill.—R. Wilkinson, sole member of the concern styled Price & Wilkinson of this city, was 88 years old Dec. 11. Mr. Wilkinson has been in the grain business here for 50 years and is still active, being at his office every day.

Lovington, Ill.—Thurman E. Hamman came here from Milmine about three months ago to take the position of mgr. for the Lovington Grain Co. He was married recently to Miss Mann of Bement and they have gone to housekeeping.

Wayne City, Ill.—W. P. Rassler has bot the grain house J. J. Lyell recently purchased from W. B. Myers. Mr. Rassler will install platform scales in the driveway, erect a public hitching rack near the building and make other necessary improvements.

Skelton sta., Beason p. o., Ill.—John A. McCreery, mgr. of the Farmers Grain & Coal Co. of Mason City, has purchased from the estate which bot it at auction, Nov. 23, the eltr. that formerly belonged to the Gordon Mill & Grain Co., and has retained Mr. Reichle as mgr.

Aurora, Ill.—More grain coming in as roads are good; receipts Dec. 16 were 22 loads corn, 9 of oats, 4 winter wheat and 2 rye. The last 5 or 6 years corn has not matured properly and many farmers are raising more winter wheat.—John Sheets, Aurora City Mills.

Lerna, Ill.—J. H. Snowden having returned \$320 to Callahan & Sons of Louisville, the charges against him were dropped at the preliminary hearing before Justice Donaldson at Charleston. It is said the charge grew out of a misunderstanding as to weights on a shipment of corn.

Springfield, Ill.—St. Louis is reported to have bought 4 or 5 million bus. of corn so far in central Illinois which indicates that the dealers are shipping more and more to St. Louis each year instead of Chicago; about 75 per cent of our corn graded No. 3 in St. Louis.—C. O. Matheny & Co.

Waukegan, Ill.—One of the buildings of the Corn Products Refining Co. was completely destroyed Dec. 2 by an explosion of starch dust. Damage, \$5,000; no one hurt. The building was of concrete and fireproof, and the force of the blast knocked an 80-ft. hole in a building near by.

Sidney, Ill.—The engine house and corn cribs, not the eltr. of Rich & Blankenbaker, burned Nov. 30, destroying about 2,500 bus. of ear corn, some of which was in storage and not insured. The owners will rebuild at once more substantial structures than the inflammable wooden ones destroyed.

Mt. Carmel, Ill.—The eltr. of Strockman & Strockman, proprietors of the Bluff City Mill & Eltr. Co., burned Dec. 14; loss, \$20,000; \$6,000 insurance. The eltr. contained 15,000 bus. of wheat, 1,000 of corn and 2,000 bus. of oats. All the grain was practically ruined. The firm intends to rebuild at once.

Cissna Park, Ill.—J. D. Baumgartner, who recently bot the interest of E. L. Wiese in the eltr. of Wiese & Anderson, has now purchased the interest of M. A. D. Anderson of Broadlands, and thus becomes sole owner. Mr. Baumgartner will take possession Jan. 15 and will retain the present mgr., Joseph Burt.

Lincoln, Ill.—John A. McCreery, mgr. of the Farmers Grain & Coal Co. at Mason City, has bot the eltr. here which formerly belonged to the Gordon Mill & Grain Co. and was sold at auction to an estate Nov. 23. He has reopened it for business with Mark Hoblit in charge and will put an office in the plant at once.

The next monthly meeting of the Northern Illinois Grain Dealers Ass'n has been set for Friday, Jan. 14, in the hope that a larger number will attend the meeting for the election of officers postponed from the December meeting. Pending the election Pres. H. T. Truby and Sec'y Frank Baker hold over. Members are urged to attend the next meeting at the Grand Pacific hotel, Chicago.

Mayview, Ill.—J. B. Walton & Sons, who recently caused the arrest of Eugene Manning on charges of embezzling \$200 and forging endorsements on two checks for \$25 and \$38, have dismissed the suits for lack of convicting evidence. Mr. Manning spent a day with his accusers endeavoring to straighten out the tangled accounts that resulted in his arrest. He managed their eltr. here for eight years and has borne a good reputation.

Haldane, Ill.—The eltr. of the B. P. Hill Grain Co. burned Dec. 8 with about six carloads of corn. Loss, \$6,000, fully insured. The fire started from an overheated stove in the office at the noon hour while the men were away, and had gained good headway before it was discovered. The corn cribs nearby, filled with corn, were saved by the wind blowing the sparks away. The eltr. will be rebuilt. L. A. Frisbie has the contract.

Maroa, Ill.—Harry Millburn was arrested, Dec. 17, charged with blackmail. He is alleged to have written John Crocker, now a banker, formerly a grain dealer and an ex-pres. of the Illinois Grain Dealers Assn., demanding that \$50,000 be left under a doorstep by midnight of Dec. 16 or both Mr. Crocker and his daughter would be killed. Millburn was suspected and when his room was searched it is alleged that implicating evidence was found.

Burton View, Ill.—Theodore Baker has been elected pres. and Frank Rimerman vice pres. of the recently incorporated Burton View Grain, Lbr. & Coal Co. that bot the eltr. which formerly belonged to the Gordon Mill & Grain Co. before it was sold, Nov. 23, at auction to an estate. The company will repair the eltr. and install a new scale. John A. McCreery, mgr. of the Farmers Grain & Coal Co. at Mason City, has been engaged to manage this company's business also.

East St. Louis, Ill.—The warehouse of the Corno Mills Co., containing about 100 carloads of corn, oats, alfalfa hay and other materials for the company's different brands of feeds, burned Dec. 13. The building was entirely of frame, 2½ stories high, about 250x600 ft. Total loss on building, contents, and two freight cars destroyed amounted to \$90,000. The feed-stuffs were valued at about \$60,000.

Millburn, no station, Wadsworth p. o., Ill.—James Pollock was killed in a run-away accident, Nov. 19. He was driving on a load of hay when his team became unmanageable and he was thrown to the ground, striking on his head and dying almost instantly. He was 65 years of age. Many years ago he retired from the Chicago Board of Trade after he had failed. He then came to this vicinity and did manual labor on Lake County farms until he had paid back every dollar of his indebtedness, after which he started a grain business in Millburn and prospered.

Peoria, Ill.—Receipts of grain during the month of November included 86,805 bus. of wheat, 1,305,091 bus. corn, 418,146 of oats, 356,652 bus. barley, 13,100 bus. of rye and 3,235 tons of hay compared with 50,000 bus. of wheat, 1,255,822 bus. corn, 448,700 bus. oats, 278,000 of barley, 2,600 bus. of rye and 4,126 tons of hay received during November, 1908. Shipments of grain in November included 53,000 bus. of wheat, 850,942 bus. corn, 627,400 bus. oats, 119,373 bus. barley, 9,900 bus. rye and 450 tons of hay compared with 41,000 bus. wheat, 691,794 bus. corn, 549,085 bus. oats, 112,000 of barley, 7,000 bus. rye and 290 tons of hay shipped in November of 1908.—John R. Loigren, sec'y, Peoria Board of Trade.

Chrisman, Ill.—F. K. Thayer, a well known farmer of this vicinity, has bot the eltr. and grain business of Oscar S. Jones, and will take possession Jan. 1. Mr. Jones started in the grain business 25 years ago at Wetzel, where he built the first eltr. He came to Chrisman 17 years ago and has since made this place his home. He rapidly extended his business until it included a number of eltrs. in this county. Several of these, held in partnership with H. G. Epps, were sold a few years ago to the National Eltr. Co. With the sale of his Chrisman plant Mr. Jones will retire from the grain business in which he has acquired a handsome competence. A. G. Tucker, who has been associated with Mr. Jones for the past 20 years, will also retire at the same time.

## INDIANA.

Fremont, Ind.—The Hammel Mfg. Co. will build a 25,000-bu. eltr. and remodel its plant.

Tefft, Ind.—I have bot the eltr. here of E. Ward Moore.—C. Cunningham, Mentone, Ind.

Kendallville, Ind.—We probably will build an eltr. at this station.—J. C. Fetter, Campbell & Co.

Lakeville, Ind.—We have bot the 12,000-bu. eltr. here of T. S. Riddle.—W. D. Wilson & Co.

Willow, Ind.—Thomas Kinder & Co. have made some extensive repairs on their plant here including the building of a flour room and an office. This concern operates eltrs. at Shirley and Kennard.

North Judson, Ind.—The People's Grain Co. incorporated for \$5,000 by the directors, Wm. F. Marguardt and Perry H. and Chester A. McCormick, to operate eltrs., flour and feed mills, and manufacture cereal products.—F.



Greenwood, Ind.—Have sold my interest in the Greenwood Eltr. Co. to my former partner, B. F. Tucker.—Chas. S. Campbell.

Ft. Wayne, Ind.—Miss Bessie Mannix, who fell and broke her right wrist last October, now is able to use her hand and is attending to her business as broker in grain and hay.

South Bend, Ind.—The Wesley Miller Flour & Feed Co. has been incorporated with a capital of \$20,000, to own and operate a grain eltr. and flour mill, handle grain and manufacture cereal products; directors, Wesley and I. L. Miller and LeRoy Jaquith.—F.

Hamlet, Ind.—I have bot the eltr. at this station of my cousin, E. Ward Moore. I will make Mentone, Ind., where I operate the Star Mills and ship some grain in connection, headquarters for my grain business. I have been there since Sept. 1 last; was formerly located in Terhune, Ind.—C. Cunningham.

Terre Haute, Ind.—The recent cold snap stopped all concrete work on the new grain eltr. of the Sparks Mfg. Co., under construction by the Macdonald Engineering Co., that it was endeavoring to get ready for operation by Christmas. The walls were all finished and the roof was on the main building, so the freeze did not injure any of the concrete, but the work of raising the walls of the last cupola will not be started until the temperature rises to at least 30 degrees above zero.

## PROGRAM INDIANA GRAIN DEALERS ASS'N.

For the eighth annual meeting of the Indiana Grain Dealers Ass'n in the Board of Trade Assembly room at Indianapolis, Jan. 11 and 12, the program will be as follows:

TUESDAY, 10:00 a. m., JANUARY 11.  
Call to Order, Pres. W. B. Foresman.  
Address of Welcome, Hon. Lew Shank, mayor of Indianapolis.

Response on Behalf of the Ass'n, E. M. Wasmuth, Roanoke, Ind.

President's Address, W. B. Foresman, Lafayette, Ind.

Secretary's Report, M. T. Dillen, Indianapolis, Ind.

Treasurer's Report, Bert A. Boyd, Indianapolis, Ind.

Appointment of Committees: (a) Resolution, (b) Nomination.

Address, "Benefit of Buying Grain by Cwt.," Herbert H. Deam, Bluffton, Ind.

Discussion.  
New Business.

TUESDAY, 1:30 p. m., JANUARY 11.  
"Why Some 58-lb. Wheat, Free From Smell, Was Not Good Milling Wheat," by Charles B. Jenkins, Noblesville, Ind.

Discussion.  
Reports of District Ass'ns: (a) Eastern Indiana; (b) Central Indiana; (c) Shelbyville; (d) Frankfort; (e) Plymouth; (f) Lafayette; (g) Ft. Wayne; (h) Laporte.

TUESDAY, 7:30 p. m., JANUARY 11.  
SMOKER.  
Short Address, Hon. C. B. Landis, Ex-Congressman of the 9th District.

Other good amusements to follow.

WEDNESDAY, 10 a. m., JANUARY 12.  
Report of Committees: (a) Auditing; (b) Legislative; (c) Resolution.

"Evil of Engaging Grain for Future Delivery of the Farmer," by John W. McCordle, Indianapolis, Ind.

Discussion.  
Unfinished Business.

Report of Nominating Committee.

Adjournment.

Shirley, Ind.—Thomas Kinder & Co. have put a stone foundation under their entire building here and have made a dry pit; the house has also been remodeled inside.

## IOWA.

Faulkner, Ia.—George F. Wolf is our agt. here.—Fred E. Trainer, J. C. Lusch & Co.

Shenandoah, Ia.—Geo. Van Buskirk has leased the Farmers Eltr. Co.'s plant until June 1, 1910.

Sioux City, Ia.—Am very ill, cannot get out of bed.—Charles Simon, chief grain inspector.

Holland, Ia.—John Frerichs will equip his eltr. with an improved Hall Signaling Grain Distributor.

Akron, Ia.—The W. N. Claus Co. has bot a Hall Signaling Grain Distributor for its eltr. here.

Luray, Ia.—I have sold my eltr. here to J. H. Steward of Albion, Ia.—C. J. Imholt, Haverhill, Ia.

Hampton, Ia.—We bot out the incorporation Moore Bros. Co. about 60 days ago.—Moore Bros.

Atlantic, Ia.—J. A. Campbell & Son have doubled the capacity of their eltr.; it is now 30,000 bus.

Fonda, Ia.—The eltr. of the Neola Eltr. Co., that has been in charge of J. M. Foshick, will be closed.

Essex, Ia.—Turner Bros., of Cumberland, have succeeded G. M. Gwynn, who is now dealing in South Dakota lands.

Ritter Sta., Sheldon, Ia., p. o., R. F. D. No. 1.—A new Farmers Eltr. has been built here, Geo. L. Jones, mgr.—Geo. B. Marble.

Ainsworth, Ia.—J. A. Marsh, who bot the old grain eltr. that was built 42 years ago, is taking it down and getting some good white pine lumber from it.

Williamsburg, Ia.—A recent fire in the office of the Jackson Grain Co. did some damage to that, but as the office is detached the fire did not reach the eltr.

Lewis, Ia.—T. P. Woodward & Son are installing a 30 h.p. Fields Gasoline Engine which can be run on gasoline or kerosene. It was supplied by Allen P. Ely & Co.

Elk Horn, Ia.—The eltr. of G. H. Buntion burned during the night of Dec. 17. The building was valued at \$3,000 and about \$1,400 worth of grain was on hand; total insurance, \$3,000.

Ackley, Ia.—Mr. Trainer is now a partner of Mr. Lusch in the grain business here and at Faulkner. August Wille is still with us at this station.—Fred E. Trainer, J. C. Lusch & Co.

Mt. Vernon, Ia.—D. E. Hedges of Central City, Ia., has bot the interest of Clem Falcon in the eltr. of the Western Eltr. Co. here, and will operate it under the firm name of Howson & Hedges.

Sioux City, Ia.—Z. K. Stacks, formerly with the Interstate Grain Co., has succeeded L. W. Frost as mgr. of the McCaull, Dinsmore Co. here. Mr. Frost is now asst. mgr. of the Omaha office of the same Co.

Akron, Ia.—The Farmers Grain Co. has let the contract to the W. N. Claus Co. for the rebuilding of its eltr. recently burned. With favorable weather the work will be completed in about 6 weeks. It will be well equipped and have several improvements over the other that was built only last year and had up-to-date appliances.

## Weevil Killed

All insects infesting grain or grain elevators can be killed by using

### "FUMA" BISULFIDE OF CARBON

which is prepared especially for ridding grain elevators and mills of these pests.  
If you don't want your grain graded "Rejected" on account of weevil, write for relief to

EDWARD R. TAYLOR,  
Manufacturing Chemist, - Penn Yan, N. Y.

## NON-SIFTING SAMPLE ENVELOPES TULLAR ENVELOPE CO.

Successors to  
HOWE ENVELOPE CO., Ltd.  
67 Larned St. West, Detroit, Mich.

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Securing highest cash Grain prices.  
Executing future orders perfectly.  
Reports on Stocks and Bonds based on systematic study of conditions.  
Make me prove it with your business for a while.

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The host of users of our

## Special Grain Shovel Rope

and all other owners of Car Pullers would do well to use our Marline-Covered

## CAR PULLING ROPE

It's a great thing.

## DURABLE WIRE ROPE CO.

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## Duplicating Scale Ticket Book

No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 8 scale tickets. The sheet is perforated so that each ticket can easily be removed.

Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt.; Price per Bu.; Driver on; Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it.

800 tickets in each book, with a rubber stamp for quickly filling in name of buyer. Price \$1.25

### Grain Dealers Company

255 La Salle Street Chicago, Ill.

Gaza, Ia.—I came here from Fenton, Ia., last fall, where I was employed as mgr. by the Western Eltr. Co., to take the position of mgr. for the Gaza Grain & Supply Co., a farmers' co-operative company, that bot out the Western Eltr. Co. at this point.—E. P. Meyer.

Sioux City, Ia.—M. L. R. Tankersley has bot the interests of George B. Wittemore in the Central Grain Co. Richard B. Kent, who has been associated with Mr. Wittemore, will remain with the grain firm. Mr. Wittemore will engage in the merchandise brokerage business.

Ames, Ia.—The first small grain contest conducted by the Iowa Small Grain Growers Ass'n will be held from Jan. 3 to 15 at Iowa State College, Ames. The Ass'n especially solicits the exhibition of oats, wheat, barley, etc., at the show and to stimulate interest in the event the premium list has been issued and is being distributed to all persons interested. The prizes aggregate \$2,500 in value and include a large variety of farm implements and money prizes. Included in the tools and implements enumerated by the premium list are a \$50 tool cabinet, disk harrow, grain binder, litter carrier and tracks, fork, seed drill, \$150 gang plow, pump, corn grader, potato sorter, feed cooker, incubator and hay tedder.

## KANSAS.

Scottsville, Kan.—George Andrews has bot the eltr. of H. F. Burke to take immediate possession.—S.

Gerlaine sta., Medicine Lodge p. o., Kan.—Wm. O'Neill of Kiowa, Kan., has bot the eltr. at this station of M. J. Lane, that has been leased to Kelly Bros.—S.

Topeka, Kan.—Office inspection of grain is urged upon Chief Inspector White by E. J. Smiley, sec'y of the Kansas Grain Dealers Ass'n.

Agra, Kan.—Competition has been abnormal during the past year. A person would almost need a partner to stay with the business any length of time, if one bot as high as the past season.—J. B. Edwards, mgr. Agra Grain & Eltr. Co.

New members admitted to the Kansas Grain Dealers Ass'n: T. J. Pace, Sabetha; Hutchinson Grain Co., Oak Hill; J. R. Williamson Grain Co., Wichita; Blair Eltr. Co., Atchison; McCarthy & Bowers, Bronson; Love Grain & Hay Co., Bronson; B. Strong Grain & Coal Co., Conway Springs; C. M. Linn, Humboldt, Neb., operates eltrs. in Kansas; W. C. Peterson, successor to Jones Grain Co., Reserve, Kan.; Stark Grain & Coal Co., Stark; Geiger Grain Co., successor to H. R. Melendy, Robinson.—E. J. Smiley, sec'y.

Topeka, Kan.—A total of 2,951 cars of grain was inspected during the month of November, for which fees amounting to \$2,239 were collected. The total expenses of the department for the month were \$3,153. Almost no grain is moving in Kansas now. Owing to the condition of the roads out in the country, I believe, the farmers can't get their wheat to market. The movement this year has not been great, but was brisk until this spell of bad weather. More wheat has been moving south directly from interior Kansas points this year than ever before; heretofore practically all the wheat has been sent to Kansas City and has been shipped south from there. This year a great deal of wheat has gone south thru Wichita, Coffeyville and other southern Kansas markets.—John T. White, state grain inspector.

Hutchinson, Kan.—The new eltr. of Thurman J. Bixler was opened for business Dec. 16, the day after it was completed at a cost of \$2,700. Mr. Bixler will operate it himself.

Topeka, Kan.—The directors have decided that the next annual meeting of the Kansas Grain Dealers Ass'n will be held at Kansas City. The date remains to be settled.—E. J. Smiley, sec'y.

Kansas City, Kan.—W. P. Montgomery, chief clerk of the Kansas grain inspection department, was married to Miss Helen Johnston, a clerk in the state library at Topeka, Dec. 12. They will reside in this city.

Wichita, Kan.—A grain clearing house ass'n was organized Dec. 15, and the following temporary directors were appointed to arrange for stock subscriptions, obtain a charter and complete the organization: T. L. Hurd, pres. of the Red Star Mfg. Co.; A. R. Clark of the A. R. Clark Grain Co.; E. M. Flickinger, pres. of the Tri-State Grain Co.; Alvin Harbour of the Harbour Grain Co.; and David Heenan of the David Heenan Co. The new organization will be legally captioned the Board of Trade Clearing Ass'n of Wichita.

## KENTUCKY.

Newport, Ky.—I am about to build a small eltr. of from 15,000 to 20,000 bus. capacity.—George Keller.

## LOUISIANA.

Port Chalmette sta., Arabi p. o., La.—The grain conveyor that was destroyed by a September storm has been restored and the Terminal Co. has completed other preparations to handle the grain trade. Grain shipments from this port have been unusually heavy.

The Louisiana R. R. Commission has rescinded its last order on rates on clean rice and has made the charge for shipments of less than carload lots 6c higher per 100 lbs. between points in the state. This order came as the decision of the case of the La. Rice Millers Ass'n against the railroads, with the New Orleans Board of Trade as the intervenor.

## MARYLAND.

Baltimore, Md.—George A. Pope, Jr., of Baltimore, John C. Schaffer and J. J. Stream of Chicago have been admitted to membership in the Chamber of Commerce.

Baltimore, Md.—Baltimore is rapidly regaining her prestige as the leading corn market of the United States, and the sales in this grain here during the past two weeks have been enormous. An active demand has prevailed for corn in all positions, and the higher the price went, the more aggressive the buying became. Colder weather has favored the grading, and the percentage now going "Contract" is very satisfactory. The sales made ahead as far as March indicate that shippers look forward to a free outward movement of corn during the winter months.—Daily Produce Report.

Baltimore, Md.—At their regular monthly meeting, Dec. 13, the directors of the Chamber of Commerce elected James B. Hessong secretary and treasurer to succeed Henry A. Wroth, who committed suicide Oct. 18. Mr. Hessong has been connected with the Chamber in various positions for the past 20 years. For about five years he has been assistant sec'y and treas., and has had entire charge of the office since the middle of last July, when Mr. Wroth was granted leave of absence

on account of ill health. The directors also elected Eugene A. Slack, Edward M. Sills, Joseph C. Legg, Charles B. Watkins and John H. Gildea, Jr., a committee to select five names from the membership to be voted on for directors at the annual election in January.

## MICHIGAN.

Byron, Mich.—W. F. Close is building a warehouse to replace the eltr. burned some months ago, until spring, when he will build an eltr.

Sherwood, Mich.—We have just taken over the eltr. at this station and will operate it in connection with the other eltrs. we own.—J. C. Fetter, Campbell & Co.

Detroit, Mich.—Receipts of grain during November included 74,612 bus. of wheat, 174,700 of corn, 201,517 of oats, 189,995 of barley and 26,958 bus. of rye. Shipments included 7,877 bus. of wheat, 52,111 of corn, 19,277 of oats, 925 bus. of barley and 35,806 of rye.—T. W. Waring, sec'y Board of Trade.

Lansing, Mich.—The state railroad commission has promulgated a tentative set of rules governing demurrage on steam roads in the state, which contains many important changes. The commission rules that in the future chiefs of demurrage bureaus will not make the final decision in case of disputes with shippers over demurrage questions, but the commission will hear appeals.

Brooklyn, Mich.—L. A. Watts has purchased the business of Henry Cash, dealer in grain, lumber and tile, and will operate under the name of L. A. Watts & Co., as his son, Ray Watts, now a rural mail carrier, will be associated with him. An inventory of stock is being taken. The eltr. has a capacity of 6,000 bus. Mr. Cash, head of the retiring firm of Henry Cash & Co., came here 30 years ago from Manchester, where he had been in business about 10 years.

Detroit, Mich.—The new Detroit Traffic Ass'n is expected to be an aggressive organization. Its main object will be to investigate and vigorously prosecute any abuses of which freight receivers and shippers complain. It will get after the roads here on the switching charge that makes it cost almost as much to move a car a couple of miles as to bring it from Chicago, and will struggle against the system followed by the railroads of exacting prompt payment of demurrage charges by the receivers, but delaying the payment when the road owes the shipper. This abuse has caused much complaint. Grain receivers settle every month for the use of cars not unloaded in time; while some of the payments to shippers are held up 8 and 10 months on various pretexts. The roads often owe a shipper some thousands of dollars at one time and hold the sum for months without excuse.

## MINNESOTA.

Goodhue, Minn.—The addition to the eltr. of the Farmers Eltr. Co. has been completed.

Cannon Falls, Minn.—The eltr. of the Columbia Eltr. Co., that burned last fall, will be rebuilt.—George B. Marble.

Westbrook, Minn.—The Hubbard & Palmer Co. has leased the eltr. equipment here of the J. J. Christy Grain Co.

Whitewillow sta., Goodhue p. o., Minn.—Tom Ball will open the eltr. of the Red Wing Malting Co., and buy grain and seeds.



Stephen, Minn.—The eltr. here, formerly owned by Richard Russell, is now controlled by the Minnesota Grain Co.—J. Potter, lessee of the eltr. of the Duluth Eltr. Co.

East Grand Forks, Minn.—Peter DuChenne, who has been buying grain this fall for the Farmers Grain Co. at Hansboro, N. D., has obtained a position with the Mnpls. & Northern Eltr. Co. at this station.

Renville, Minn.—When the eltr. of the Farmers Eltr. Co. burned Dec. 7 the water supply was short and efforts to save the nearby eltr. of William Hoffman were unavailing and that also was destroyed. Capacity of Farmers Eltr. was 20,000 bus.; of Mr. Hoffman's, 15,000.

St. Paul, Minn.—As a result of a conference, Dec. 20, at which G. T. Slade, third vice-pres. of the N. P.; J. M. Gruber, general mgr. of the Gt. Northern; and Ralph Wheelock, private sec'y to Gov. Eberhart, were present, it was announced that the railroads were ready to receive a proposal for a conference from the striking switchmen, but any proposition made by them would have to be taken up by the general manager's committee, headed by I. G. Rawn of Chicago, pres. of the Monon. Accordingly, a conference was held, Dec. 21, of representatives of the R. R. Dept. of the Am. Federation of Labor, with Messrs. Slade, Gruber and Wheelock in this city, resulting in the statement that there could be no settlement. The railroad representatives contended that the switchmen had lost their strike, and that as the switchmen had refused arbitration before the strike began, that principle could not be appealed to at this time. Chrm. Rawn reported by wire from Chicago that at a meeting held the same day his committee had decided there was no reason to take up the strike situation in the Northwest, since the strike was practically ended, but if the labor representatives asked a conference it would be granted. Mr. Rawn then came here for a conference between the strike leaders and the railroad general managers' committee, Dec. 23.

## MINNEAPOLIS LETTER.

The Pillsbury Flour Mills Co. will build an eltr. to cost \$90,000.

A. M. Smith has obtained a building permit to remodel his eltr. at an expense of \$600.

The Mississippi Eltr., operated in this city by the Crane-Dennie-Eaton Co., is no longer "regular" under the rules of the Chamber of Commerce.

Two Great Northern engines were wrecked and two freight cars demolished, Dec. 16, owing to a confusion of signals while switching cars of grain to the Pillsbury A Mill.

Otto Woxland, an employee of the Northwestern Consolidated Mfg. Co., recently lost his life while oiling machinery at the company's eltr. He had evidently attempted to walk on a conveyor as a short-cut, instead of going the way provided, and was caught in the worm. He was terribly injured and died soon after he was found.

C. F. Staples of the Railroad & Warehouse Commission considers traffic conditions not yet normal on the railways thruout the state. Tho there is not so much trouble apparent in the twin cities, yet out in the country there is much difficulty in getting cars and several country mills have been compelled to close for lack of grain.

The recently organized Hennepin County Farmers Hay & Produce Ass'n will establish a hay warehouse in this city, one in St. Paul, and perhaps another in Duluth. It has expressed dissatisfaction over the present method of shipping hay to commission firms and purposes working along the line of direct sales from producer to consumer.

## MISSOURI.

Tipton, Mo.—B. C. Finley will erect an eltr. at this place.

Memphis, Mo.—Machinery for a feed mill is being installed in the Bourn eltr. here by H. G. Merritt, who in the spring will erect a new building for his plant.

Kansas City, Mo.—A postcard of large size, adorned with a border of holly and Christmas bells, has been sent out to the trade by the Fowler Commission Co.

Kansas City, Mo.—At the annual election of the Kansas City Hay Dealers Ass'n held Dec. 10 the following officers were chosen: Pres., C. D. Carlisle; vice-pres., B. F. Tyler; sec'y, George Peters; treas., Clark Wyrick.

Springfield, Mo.—The creditors of the R. C. Stone Mfg. Co., it is reported, will resume operation of the plants of the company probably during the next 30 days. An option on the property for a year will be given to Mr. Stone, former head of the concern, and if in that time he does not redeem it the creditors will take possession.

## ST. LOUIS LETTER.

The Chicago grain quotations are posted on the opposite side of the Merchants Exchange hall to keep the bucket-shop operators from stealing the figures.

The "Kernels of Golden Grain," an organization recently effected, whose membership is made up of men in the grain trade, held a meeting Dec. 20 to "elucidate the eleusinian and skirropharian mysteries." John L. Messmore is triptolaman.

Edward C. Chamberlin, pres. of E. C. Chamberlin & Co, died at his home in Webster Groves, Dec. 9. Mr. Chamberlin first entered the grain commission business in this city with S. M. Edgell & Co. in 1862. Later he formed the company bearing his own name and continued in active business until about one year ago.

John Dower, supervisor of the department of weights of the Merchants Exchange, reports that during the month of November the following bad order cars were found at the different eltr. track scales and hold tracks: Leaking grain door, 401; leaking over grain door, 81; leaking boxes, 2,011; leaking end windows, 99; cars not sealed, 697; end windows not sealed, 236; end windows open, 44 cars.

The candidacy of Christian Bernet, of the Bernet, Craft & Kauffman Mfg. Co., for the office of second vice-pres. of the Merchants Exchange, has been sought in a petition recently circulated. His opponent is Henry Greve, known as the "barley king." Should Mr. Bernet become a candidate he will be the only miller seeking election as an executive of the Exchange. He is a pioneer in the local flour trade and has many friends who are working for his election. C. F. Sparks has declined to permit his name to come before the caucus for pres. of the Exchange. The action of the caucus in nominations is deemed equivalent to election.

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Equip your house with one of our  
**IMPROVED NEW ERA PASSENGER ELEVATORS**  
Many Exclusive Features  
It will surprise you to learn the small cost.  
At our factory where these good little machines are made, Hand Elevators, Dumb Waiters and Freight Elevators are also made by the scores.  
We can please you.  
Write for descriptive matter.  
**[SIDNEY ELEVATOR MFG. CO. SIDNEY, OHIO]**

## U CAN PREVENT BOILER SCALE

Our International Boiler Compound removes old scales and prevents the formation of new. It is no experiment. It will surely do the work. Try it. First order subject to approval.  
**INTERNATIONAL BOILER COMPOUND CO.**  
144-146 West Michigan St., Chicago, Ills.

## GRAIN TRIERS

**20TH CENTURY BRASS & MFG. CO.**  
Minneapolis, Minnesota

## HONESTLY The King Buckhorn Machine

Will separate Buckhorn, Ripple and other foul seeds from Clover seed and Alfalfa.

We build machines in four sizes, all of which have the same standard of efficiency, but vary in capacity according to size. We will gladly offer you any assistance possible, in determining what the value of one of our machines will be to YOU.

We will send to you upon request our BOOK-LET which contains a full detailed description of all models, your inquiry shall have our prompt attention.

## J. M. KING & SON

and LONDON CANADA NORTH VERNON, IND.

## The Proper Christmas Present

for yourself or a  
**Brother Grain Dealer**  
is a copy of

## Robinson's Cipher Code

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Bound in Leather, with name in Gilt Letters.  
Price \$2.25, prepaid.

## GRAIN DEALERS COMPANY

255 La Salle Street  
CHICAGO, ILL.

**MONTANA.**

Polson, Mont.—F. L. Gray Co. is erecting a hay and grain warehouse at this station.

Lanark, Mont.—The Farmers Eltr. Co. has been incorporated with capital of \$7,000.

Laurel, Mont.—The Central Eltr. Co. Minneapolis, probably will erect an eltr. here during the coming year.

Butte, Mont.—Beebe Grn. Co. has been incorporated by F. L. Benepe, pres.; P. A. Berglund, vice-pres., and Chas. E. Beebe, sec'y-treas. and mgr.—Beebe Grn. Co.

**NEBRASKA.**

Bradshaw, Neb.—T. B. Hord Grain Co.'s eltr. burned Dec. 17.

Eagle, Neb.—E. P. Betts has bot E. Wenzel's eltr. on the Mo. P. R. R.

Western, Neb.—J. H. Swan, formerly of Moorefield, has bot the McCann eltr.

Ulysses, Neb.—Lemon & Smith have sold their eltr. to the Scharf Grain Co. of David City.

Bartley, Neb.—The Farmers Eltr. Co. has sold its eltr. to E. E. Smith, who will operate both eltrs.

Omaha, Neb.—We now operate 3 eltrs., one each at Miller, Pleasanton and Poole, all in Neb.—Farmers Grn. Co.

Rockford, Neb.—The Central Granaries Co.'s eltr. burned Dec. 15. Loss \$3,500; fully insured. It will be rebuilt.

Wabash, Neb.—The Lincoln Grn. Co. has succeeded J. H. Rogge & Co. and is operating the eltr. on the Mo. Pacif.

Waco, Neb.—The Farmers Eltr. Co. has torn down its old eltr. and will build a 20,000 bu. house with concrete foundation.

Broken Bow, Neb.—F. J. Bahr of Milligan has succeeded R. Anderson and moved his family here. The eltr. is on the Q.

Hastings, Neb.—S. S. Jones, formerly with H. Gunn & Co., has succeeded L. P. Roberts here in charge of the business of McCaul-Dinsmore.

Omaha, Neb.—C. L. Scholl, formerly with the Independent Grn. & Lumber Co., Mason City, Ia., has accepted a position with the Union Grain & Eltr. Co. here.

Omaha, Neb.—The Weeks Grn. & Livestock Co. has dropped livestock from its name and henceforth will devote its entire attention to grain, making a specialty of wheat.

Bridgeport, Neb.—The Duff Grn. Co. of Nebraska City has obtained a site here on the Burlington road for an eltr. of 20,000 bus. capacity which will be completed during the coming year.

Omaha, Neb.—L. P. Roberts, who has been with the McCaul-Dinsmore Co. six years, has succeeded Jas. Swanick as mgr. here. Mr. Swanick has taken charge of the grain dept. of the Maney Mill Co.

Poole, Neb.—The Farmers Grn. Co., headquarters at Omaha, has installed a Richardson Automatic Scale of the latest type in its eltr. at this point. This is the house recently bot from the Trans-Miss. Grn. Co.

Hildreth, Neb.—Nels Olson, of Ong, Neb., has succeeded S. Krehmeyer as agt. for Wm. Rundberg & Co. at this point, the latter retiring for the present on account of ill health. Mr. Krehmeyer has been with the Rundberg Co. for the last 14 years and after a rest may again enter the grain business.

Omaha, Neb.—The Stidham Grain Co. is a new receiving firm just started here. Mr. Chas. Stidham, formerly of Lake City, Ia., has been admitted to membership in the Grain Exchange and will manage the business.

Ft. Calhoun, Neb.—Henry Rix has installed a new alfalfa mill adjoining his eltr. and installed a 75 h. p. Foos Gasoline Engine which can be run on gas, gasoline or kerosene. It was supplied by Allen P. Ely & Co.

Lowell, Neb.—The eltr. of the Kearney Flour Mills & Eltr., Frank F. Roby, of Kearney, proprietor, was burned Dec. 11. Loss covered by insurance. The last carload of grain in the house had been removed a short time before the fire. Mr. Roby states that the eltr. will be rebuilt in the spring.

Omaha, Neb.—Choice prairie hay is commanding a high price, ranging from \$12.50 to \$13.50. This is due to bad roads and light receipts. The farmers have plenty of good hay, but they cannot get it to market. Good No. 1 alfalfa is selling at \$15, which is the highest it has sold at here in many years.—G. W. Paddock.

Omaha, Neb.—On Dec. 1 W. H. Chambers & Co. succeeded to the brokerage and commission business of W. H. Chambers. The new partnership is composed of W. H. Chambers and R. W. Taylor of R. W. Taylor Co., Runnells, Ia. J. E. Dixon, recently of St. Louis, will represent Mr. Taylor's interests in this office and will have entire charge during the absence of Mr. Chambers in California, whither he goes to recover his health. He will take vacation of 4 to 6 months at Los Angeles.

Omaha, Neb.—The official souvenir book of the Omaha Grain Exchange, recently issued, is an attractive volume of good size with a cover in colors depicting a white and yellow ear of corn and a sheaf of wheat. As stated in the introductory note, the book aims by words, statistics and pictures to give an adequate idea of what Omaha is as a commercial and industrial center and to suggest to those who look into its pages what the city is likely to become in the near future. Included in the work is a history of the Omaha Grain Exchange from the pen of Gurdon W. Wattles, late pres. of the Exchange. The volume is illustrated by many fine half-tones, showing members of the Exchange, Omaha elevators and warehouses and numerous banking and commercial structures of the Gate City.

Lincoln, Neb.—The Lincoln Grain Co., E. Lowe, mgr., has bot 6 eltrs. in south central Nebraska, with an average capacity of 12,000 to 15,000 bus., from the Ewart Grain Co., the price paid being in the neighborhood of \$30,000. This purchase gives the former concern a string of 25 eltrs., mostly on the "Q" and all in South Platte territory with the exception of one at Omaha, having a combined capacity of 400,000 bus. The Ewart Grn. Co. retains 3 eltrs. under lease or ownership at Shickley, Crete and Kramar. These it will continue to operate from Lincoln headquarters, but most of its attention will be given to the buying and selling in carload lots on track. The eltrs. sold are located at Daykin, De Witt, Tobias, Helvey, Kesterson (Endicott p. o.), and Powel, all on the Burlington except Powel, which is on the Grand Island. The grain in the houses will go in the deal to the Lincoln Grn. Co. at regular cash prices.

**NEW ENGLAND.**

Jewett City, Conn.—As the result of a foreclosure made by F. S. Leonard the Jewett City Grn. Eltr. was sold at public auction recently thru a court order. All the property that had been sold by Mr. Leonard on March 30, 1906, to Geo. H. Lowerre was bid in by the former for \$4,900.

Readville sta., Hyde Park p. o., Mass.—Willard Hale Sawtelle died here a few days ago after a long business career in the grain, hay and coal business. He was born in Lowell, Mass., Jan. 24, 1849. As a young man he was engaged as a flour salesman in Providence, later securing the position of sup't of a flour mill at Detroit. In 1889 he became associated with his brother, Frank W. Sawtelle, in the grain and coal business here under the firm name of F. W. Sawtelle & Co. He was a member of the Boston Chamber of Commerce.

**NEW JERSEY.**

Flanders, N. J.—Philip P. Park, one of the largest grain and feed dealers of this place, died while talking with a neighbor at his home in Bartley, N. J., Dec. 5. His father died in a very similar manner several years ago, the cause of death in both instances being apoplexy. Mr. Park was 64 years old.

**NEW MEXICO.**

Hagerman, N. M.—The Pecos Valley Alfalfa Mill Co., of Terrell, Tex., and this place, has filed incorporation papers in this state, capitalization \$30,000, divided into 300 shares, the company beginning business with \$2,000. Incorporators and directors are E. J. Lochhead, M. C. Cartwright, Robert L. Warren, four shares each; Roy Lochhead, J. B. Anthony, three shares each, all of Terrell, and James Williamson, of Hagerman, two shares.

**NEW YORK.**

Lockport, N. Y.—The Federal Milling Co. has begun the construction of an 80,000-bu. grain tank. Its total storage capacity, when this tank has been completed, will be 110,000 bus.

**BUFFALO LETTER.**

James Dixon, an employee of the Evans Eltr., was struck in the back by a pulley block Dec. 13 and severely injured.

The Corn Exchange has joined the Council of North American Grain Exchanges and delegates will be appointed to attend the February meeting.

The condition of track corn coming into Buffalo has improved very much in the last few weeks. There is little no grade running now, and the movement continues heavy.

Grain afloat at Buffalo, to be held in vessels for the winter, on Dec. 20: American wheat, 4,971,177 bus.; Canadian wheat, 3,476,933; Canadian oats, 374,869; flaxseed, 2,547,865.

Receipts of rail grain at Buffalo for October were: Wheat, 40,000 bus.; corn, 655,000; oats, 935,000; barley, 28,000; rye, 27,000; compared with following receipts by rail during October, 1908: wheat, 69,000 bus.; corn, 987,000; oats, 1,164,000; barley, 87,000; rye, 12,000.

The lake receipts for Nov. at Buffalo were: wheat, 14,459,395 bus.; corn, 700,983; oats, 2,415,747; barley, 3,210,206; rye, 121,595, and flaxseed, 3,047,841; compared with receipts same month last year: wheat, 12,874,783 bus.; corn 573,621; oats, 1,364,627; barley, 2,019,551; rye, 131,380; flaxseed, 2,128,785.



The H-O Co. has been incorporated to manufacture cereals, etc.; capital \$2,000,000; incorporators, Laban S. Jenks, Lester F. Gilbert and Ansley W. Sawyer, all of Buffalo, and two others.

W. E. Lee, a grain merchant with offices in the Chamber of Commerce Building, disappeared several days ago and has not been heard from since. He has been in business on 'change for about 10 years.

E. T. Evans, prominent in the lake carrying trade and elevator business during the last 50 years, died Dec. 20. He retired about two years ago from the vice-presidency of the Anchor Line, and from the presidency of the Connecting Terminal Ry. Co. of Buffalo.—S.

## NORTH DAKOTA.

Beach, N. D.—The eltr. here of the Russell Milling Co. has been completed.

Bergen, N. D.—A. M. Heggins has succeeded E. O. Nelson as agt. for the Woodworth Eltr. Co.

Page, N. D.—Karl Ritter has gone to Kronskaard, Man., where he has obtained a position to run an eltr.

Langdon, N. D.—The eltr. of the National Eltr. Co., with 20,000 bus. of grain, was destroyed by fire recently.

Durbin, N. D.—The Farmers Eltr. Co. has succeeded the Cargill Eltr. Co. at this point.—C. E. Hart, agt. G. N. Ry.

Page, N. D.—The eltr. of the Cargill Eltr. Co. narrowly escaped burning Dec. 6. It was twice ablaze, but was saved by hard work.

Mott, N. D.—The eltr. of the Columbia Eltr. Co. began buying grain Dec. 14. Mr. Gehrke will have charge under direction of Mr. Yale, auditor for this district.

Brofy sta., Larvik p. o., N. D.—Jacob and Chris Bieber have bot the eltr. of W. A. Gross at this point and has assumed charge of it; the house has capacity of 20,000 bus.

Sawyer, N. D.—T. N. Wold of this place, who disposed of his interests in the grain business here some time ago, will spend the winter at Norwood, N. D., and later will make his home at Minot, N. D.

Noonan, N. D.—Peter Demschen, mgr. of the Williams Co. Farmers Grn. & Merc. Co., was killed Dec. 6 while starting the engine in the plant. His coat caught in the pulley attached to the main drive belt and he was hurled around several times before the garment gave way and released him. After recovering consciousness Mr. Demschen, who was alone, managed to reach a couch in the room, where he was found by a farmer who came with a load of grain. Doctors were called at once, but the injured man lived only a few minutes.

Manitou, N. D.—Fire originating in one of the boarding cars of the Western Union Tel. Co. Dec. 14 communicated to the eltr. of the St. Anthony & Dak. Eltr. Co., thence to the Graham Eltr., destroying both buildings. Two carloads of grain also were burned. Ten thousand bus. of grain were consumed in the eltr. of the St. Anthony & Dak. Co. and a smaller quantity in the Graham house. Loss will approximate \$40,000. Agt. Campbell of the St. Anthony & Dak. Co. was sleeping in the eltr. office and narrowly escaped. The apparent negligence of the railroad company in setting out boarding cars in such close proximity to the eltrs. is severely criticised.

Hatton, N. D.—The Hatton Farmers Eltr. Co. has just installed two 2,000-bu. Sonander Automatic Scales, one in the Hatton house and the other in its eltr. at Portland Junction. The scales were placed in the cupolas. Theo. Lund, agt. for the Andrews Grn. Co., is ill and the eltr. has been closed for the season.—A. A. Lee, buyer Hatton Farmers Eltr. Co.

## OHIO.

Chillicothe, O.—P. T. C. Brown, Jr., bot the plant of the Marfield Mlg. Co. at public sale for \$14,901.

Austintown, O.—Kelley & Coulter, who recently succeeded Luther & Beswick, will build a large warehouse in the spring.—E. F. Shepard.

Toledo, O.—Edwin L. Camp of the Toledo Grn. & Mlg. Co. was recently elected a member of the Board of Directors of the Chamber of Commerce.

Cleveland, O.—E. E. Newman pleaded guilty Dec. 6 to the charge of keeping a bucket shop and was fined \$200 and costs. Newman was arrested in one of the recent raids conducted by the county authorities.

Mansfield, O.—The L. A. Strong Eltr. Co. of this city has decided to discontinue business and will liquidate. No losses, it is said, will accrue to the former patrons of the company, as all stored grain is protected by the stock on hand.

Seville, O.—Ball & Patton, a new firm here which has been engaged in the milling business, contemplates buying the plant which it now occupies, in the spring, and building an addition that will afford room for a feed business.—E. F. Shepard.

Lindsey, O.—The stockholders of the Farmers Merc. & Eltr. Co. held a meeting Dec. 7. Perry Boyer was retained as pres. R. J. Burkett resigned as mgr. to go into business for himself. The year's business was declared to have been very satisfactory.

Columbus, O.—E. W. Seeds, gen. mgr. of the Seeds Grn. & Hay Co., reports that the plant of that company is being operated day and night. Hundreds of cars of corn are being received for drying before shipment. The new corn is reported by Mr. Seeds as of good quality.

Columbus, O.—At a meeting held in this city Dec. 15 at which were present members of the state railroad commission, Ass't Atty Gen. Freeman T. Eagle-son and representatives of the grain and coal trades, six grain dealers and three coal dealers reiterated the dissatisfaction previously expressed regarding the mismanagement of the Detroit, Toledo & Ironton Ry. and their inability to obtain cars for shipments.

Lima, O.—A meeting of the Northwestern Ohio Grain Dealers Ass'n was held here Dec. 15 to consider local conditions. C. G. Egly, field sec'y, who has been laid up at home on account of an accident, was able to be present for the first time since. Sec'y H. G. Pollock of Middle Point reported the finances of the ass'n in good shape, and Pres. W. T. Dolbey made an address. Among those present were R. C. Dffenbaugh of the Columbus Grove Grain Co.; Jos. Osterhage of the Farmers Grain Co.; Kalida; I. Burkwalter, Delphos, O.; E. G. Odenweller of the Odenweller Milling Co., Ottoville, O.; G. B. Niezer, Ft. Wayne, Ind.; and W. C. Scott of Scott & Son, who bot Felger Bros. eltr. at Middle Point last spring.

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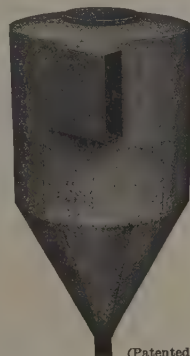
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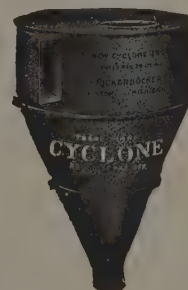
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Columbus, O.—The second Ohio corn show will be held here Jan. 3 to 14 in the Lazarus bldg., where an entire floor has been reserved for the exhibits which are expected to exceed in number the 639 entries of 1908. The corn meetings will be held in the Board of Trade auditorium.

### OKLAHOMA.

Chickasha, Okla.—The frame building occupied by the Chickasha Grn. & Produce Co. burned Dec. 14.

Hastings, Okla.—The Block Miller Hardware & Lumber Co. of Lawton, Okla., has bot the stock of the Hearn Hdw. & Grn. Co.

Oklahoma City, Okla.—The Oklahoma City Board of Trade a few days ago gave a farewell luncheon in honor of Buran House, who will depart soon for his new home at McKinney, Tex. Practically all the local mill and grain men were in attendance, numbering about 50. Those from out of town included A. E. Stephenson, J. H. Shaw and C. F. Prouty of Enid, and J. F. Kroul of Yukon. The Frisco System was represented by H. C. Conley, Oklahoma City, and the Illinois Central by W. H. Hays, Little Rock. Tributes were paid Mr. House in speeches and toasts and all wished him success in the new field he is about to enter.

### OREGON.

Portland, Ore.—J. G. Graham, for 20 years prominent in the grain trade of this city, has opened an office in the Board of Trade bldg. and will handle grain, flour and mill feed. Mr. Graham was connected with Balfour, Guthrie & Co. for more than 17 years and for the last year and a half has been ass't mgr. of the Acme Mills Co.

Albany, Ore.—Two farmers have brot suit for an accounting from the bankrupt Albany Farmers Co., alleging that grain of depositors was shipped and sold. The shortage was several thousand bushels and the farmers are trying to recover the grain from several grain firms to whom the company sold.

### PENNSYLVANIA.

Butler, Pa.—Fire from an explosion of fumigating gas damaged the flouring mill and elctr. of H. J. Klingler & Co., \$2,000.

Steelton, Pa.—The United Ice & Coal Co. has completed its new 12,000-bu. elctr. The old office is being remodeled and scales of twice the capacity of the old ones will be installed.

Extont, Pa.—W. Warren Moses recently bot the plant of Harry McClellan here and will improve it extensively. Mr. McClellan was in business here 15 years.—F. R. Glisson.

### PHILADELPHIA LETTER.

Frank Holloway, for many years cashier for E. A. Hancock & Co., the well-known grain exporting firm, now known as the Hancock Grain Co., has tendered his resignation to take effect Jan. 1 and will engage in other business.

A good-sized appropriation has been made "for blowing out" the old year, and the eventful Friday will be a scene never to be forgotten by the men on the grain floor of the Commercial Exchange. A package throwing contest, in a war-like way and fierce and fast, while the battle for supremacy lasts, will be followed by the "ragtime Cakewalk," while at intervals and at the grand finale, the band will play the most popular strains.

A special committee of the Commercial Exchange is probing the complaints from Liverpool and Manchester buyers that wheat inspected out of this port is below grade.

The "differential" question on freight grain rates as between this port and the West and other Eastern terminal outlets and Atlantic, and the clash between the transportation companies and railroad trunk lines over freight rates generally, if all signs do not fail, is to be adjusted satisfactorily to all parties and interests concerned thru a joint arbitration committee.

The new grain inspection bill just introduced at Washington by Representative Gronna is being carefully scanned by the grain men here. The consensus of opinion seems to be that if the exchanges and grain committees do not get together mighty soon upon some acceptable and satisfactory uniform grading proposition the United States Government will take it out of their hands.

"A rose by any other name would smell as sweet," but not so with the given name of Presidents of the Commercial Exchange, Samuel F. Scattugood's, the present incumbent's mantle being eagerly sought after, and now it is Samuel B. Gilpin, Samuel L. McKnight, and Samuel Bell, Jr., three popular, capable and worthy former vice-presidents, whose names are prominently mentioned in connection with the coming presidential nomination, with Samuel S. Daniels, the statistician and Samuel C. Woolman, the nestor of the Exchange and chairman of the grain committee as "dark horses."—S. R. E.

### PITTSBURG LETTER.

Jas. Graham & Son say that prices are going up. Oats are very firm, but the call for mill feed is slow.

D. McCracken & Son, who have been 13 years at their present location, will move to the Wabash bldg.

Jos. Gray, of the office of J. W. Smith & Co., was recently married to a very popular young lady in Knoxville, Pa.

R. S. McCoyne reports too much cheap stuff in the market, which is rather low even for this season. Bad weather is holding back the farmers from shipping the past week or ten days.

Hardman & Heck report the market fine. Receipts were a little too large for a short time, but at present are only sufficient to supply demand. Most of the hay is coming from Ohio and Indiana.

Herb Bros. & Martin say the trade with the coal companies is improving steadily. The glass and pottery trade is also first class, and both straw and hay used for packing purposes are moving off well.

The Keystone Commercial Co., from its big South Side warehouse, reports a moderate demand for grain and pretty good receipts. Hay is coming in rather slowly and the tendency is decidedly toward higher prices.

Geidel & Dickson see better prices for corn, which is pretty scarce now, especially ear corn. Oats are pressing a little. They do not look for large improvement in Pittsburg prices until Chicago grain begins to come into this market more extensively.

R. D. Elwood, of R. D. Elwood & Co., will leave next week to spend the winter in Rock Ledge, Fla. His firm is doing a good business in rye with the price steady around 82 cents. They look for large improvement in the general market after Jan. 1.

"Conditions are getting better," says the Morton Grain & Hay Co. "We have had a slack year, but things are beginning to show up right. The mining companies are taking a large quantity of oats and hay, especially the latter, for they cut very little hay on their farms last summer."

H. G. Morgan & Co. report the Pittsburg market the lowest in the United States. So long as we are able to get our hay from eastern Ohio and West Virginia prices will be low, they announce. This firm reported quite a rush business in rye straw after harvest, but says that most firms are filled up now to Jan. 1st. Oat straw is selling better than wheat on account of its large use for packing purposes and the scarcity of prairie hay. Mixed clover hay is stronger in the market.

The Grain and Flour Exchange will at its next meeting elect a chief weighmaster. The Exchange is trying to get the railroads to put in scales at every weigh yard and superintend the weighing. It is also about to take action on article 15 of its by-laws, which deals with commission and other charges. This matter is in the hands of a special committee of which Ren Martin, of Herb Bros. & Martin, is chairman. Another thing which the exchange voted on at its last meeting was an increase in original inspection fee from twenty-five cents to thirty-five cents per car, effective Jan. 1st. This was announced Dec. 17th. Reinspection charges will remain the same as before, fifty cents plus time and expenses.

The annual banquet of the Grain & Flour Exchange was held at the Elks Temple Dec. 14th. About 250 members and guests were present. Captain Jas. A. Henderson, of the Pittsburg Terminal Warehouse Co., was toastmaster. After the banquet a vaudeville entertainment was pulled off, which left everybody sore in the ribs. The chief minstrel performers in this stunt were: W. C. McCullough and John R. Johnston, soloists; Wm. Leubin and Roy Harper, duet; George Jeagers, mandolin solo; Chas. Kulp, flute solo; W. N. Gordon, A. H. Sunshine, John Schmid and George Flinn, end men, and George Vallowe, Clarence Schintz, J. A. A. Geidel, John Dickson, Jos. A. McCaffrey and Jos. Gray. These performers were ably assisted by the Imperial Quartette.

The grain and hay market in Pittsburg during Dec. has been fairly strong, especially since the 10th. The customary holiday lull is being felt now. In the early part of the month shipments were a little weak and it was hard to get enough to supply the current demand. Of late, however, much more has been coming in, with the result that orders have been filled at good prices, for quotations have been gradually working upward. Pittsburg is still a very low point on prices as compared with other cities, for so long as local shipments are enough to satisfy the trade, prices will not depend on Chicago figures. It is reported that the bulk of the hay is already shipped out of eastern Ohio and western Penn., so that western hay may expect to come in at a pretty good rate after the first of the year. Local grain will still control the situation in prices for some time. A little trouble has been felt in the matter of car shortage, but most shippers say this is not serious and that it occurs only on the branch lines. The year is closing with a remarkable gain in good feeling among the hay and grain men, who freely forecast a splendid business in 1910.—P.



C. A. Foster reports that the grain market is not responding to western quotations, as oats are about a cent lower than actual cost of western grain in Pittsburgh. He attributes this largely to excessive competition and weak-kneed dealers. Mr. Foster believes that hay will be \$2 higher before spring.

## SOUTH DAKOTA.

Amherst, S. D.—McAravey & Kjelmryr have installed a new engine.

Yale, S. D.—Gartland & Maynard have bot one of the eltrs. of J. J. Decker at this point.

Corsica, S. D.—Burbeck & Steckler of Avon, S. D., have bot the eltr. of M. King at this point.

Stickney, S. D.—Burbeck & Steckler of Avon, S. D., have bot the eltr. of M. King at this station.

Chancellor, S. D.—Stephen Pool has bot out the Reliance Eltr. Co.—C. W. Franks, agt. A. H. Betts.

Sioux Falls, S. D.—Farmers Eltr. Ass'n of South Dakota will hold its annual convention in this city Feb. 9-10.

Bonesteel, S. D.—I have succeeded W. Peterson as agt. here for the Nye-Schneider-Fowler Co.—G. U. Young.

Waubay, S. D.—J. N. Long, mgr. of the Waubay Farmers Eltr. Co., was killed by a Milwaukee train at this station.

Albee, S. D.—I am now mgr. of the Northwestern Eltr. Co., having left the McCaull-Webster Eltr. Co.—Tom Cronin.

Brandon, S. D.—F. Frederick has bot the eltr. of A. A. Truax at this point.—John T. Lee, mgr. Brandon Farmers Eltr. Co.

Clear Lake, S. D.—C. H. Carman has succeeded H. R. Morgan as agt. for E. A. Brown.—A. L. Eichinger, mgr. Farmers Eltr. Co.

Valley Springs, S. D.—G. W. Wright has taken out a part of his building; capacity now is 20,000.—W. H. James, mgr. Farmers Eltr. Co.

Crandon, S. D.—The Atlas Eltr. Co., which has a house here, is not at present actively engaged in business.—H. H. Fink, agt. G. W. Van Dusen & Co.

Como, S. D., Arlington P. O.—Soward & Corcoran have built an eltr. here, about 20,000 capacity. Simon Soward will manage same.—Geo. B. Marble.

Blunt, S. D.—The Ostrout Eltr. Co. sold its house to the Farmers Eltr. Co., so there are now only two firms in the grain business here.—F. J. Feller, mgr. Farmers Eltr. Co.

Huron, S. D.—F. B. Reese of Roswell, S. D., has bot the eltr. of Steele Bros. in this city and will continue the business. Steele Bros. will continue in the coal and wood business.

Clark, S. D.—Mr. Anderson, of Grimshaw & Anderson, has bot his partner's interest. The Clark Co. Farmers Eltr. Co. has absorbed Dorsey & Co.—J. E. Hyde, mgr. Atlas Eltr. Co.

Delmont, S. D.—The eltrs. of the Carlson Eltr. Co. and the Hunting Eltr. Co. were closed this season on account of a destructive hail storm. E. Weiland sold his house to Geo. L. Chesley of Armour, S. D. E. Terry is agt.—J. M. Doyle.

Mina, S. D.—The postoffice here now is known as Mina, same as the railroad station; formerly was known as Cortlandt. Hoswald Grn. Co., a new firm here, is operating two eltrs., one here and another at Riceman (no p. o.), S. D.—C. K. Strand.

Plana, S. D.—Farmers have effected an organization to buy one of the eltrs. here, or if that fails, to erect a new house. The company, of which Robt. Owens is pres. and T. E. Williams sec'y, will be capitalized at \$5,000 or \$6,000 and will be ready to receive grain in the fall.

Egan, S. D.—The statement in the Journal Oct. 25, 1909, that C. K. Davis was to be mgr. of the Farmers Eltr. Co. here the coming year, is incorrect. There are two farmers' companies here, Sterling Grn. Co., Jay Morison, agt. and the Farmers Grn. & Lbr. Co., of which I am agt.—Charles Hall.

Dolton, S. D.—The eltrs. of the Reliance Eltr. Co. here and at Worthington have been bot by Frank Bailey, Jacob L. Hofer, D. R. M. Hofer, A. R. M. Hofer and myself. Will be known as the Farmers Eltrs. We have organized for \$10,000 and may incorporate. I shall act as mgr.—G. G. Stahl.

Yankton, S. D.—The Shepherdson Grn. Co., a new concern here, opened for business last week. Charles Shepherdson, Sr., is pres. and Chas. A. Shepherdson, Jr., mgr. The company has leased the Fountain Roller Mills from G. G. Fry and will do a general milling business, with feed and grain departments, coarse flour and corn meal.

Flandreau, S. D.—The Flandreau Eltr. Co. has succeeded to the W. A. Dings Estate, writes the Bennett Grn. Co. The firm is composed of the following: Jesse A. Smith, J. P. Tewold, H. A. Booth, Mr. McClelland, G. E. Pettigrew, Ira F. Blewett and Chris Braka. The last named will have the management of the house and will do the grain buying.

Dempster, S. D.—O. O. Lund has resigned as agt. for the Atlas Eltr. Co. and has engaged in the mercantile business at Holabird, S. D. G. H. Hazen has resigned as agt. for G. W. Van Dusen & Co. and has taken the position of agt. for the Atlas Eltr. Co. A. De Wall is the new agt. for G. W. Van Dusen & Co.—I. W. Overton, mgr. Grn. & Merc. Co.

Presho, S. D.—We are a long way from the market and the railroad service here is more of a joke than anything else; when the Missouri bridge isn't out of commission a little snow storm stops the trains. So far as we can see there is no effort made to improve the service. Four coal dealers here and at this time I think there is not a carload of coal in town. These days we are selling about 50 tons a day and are somewhat afraid of a coal famine. The grain business has been good considering the newness of the country, and if the season continues to be good we will have the best farming country west of the river. Presho is only 4 years old and has 800 or more inhabitants.—L. P. Ladd, mgr. Lyman Co. Farmers Eltr. Co.

## SOUTHEAST.

Gastonia, N. C.—A wholesale grain, flour and provision business will be opened up here Jan. 1 by O. M. Boyd & Co. O. M. and B. W. Boyd, who compose the firm, have been actively engaged in business here during the last 8 years.

Norfolk, Va.—Grain exportation from this port soon will be resumed after suspension of traffic in this line here for several years. The Board of Trade and the Business Men's Ass'n have taken an active part in stimulating interest in the subject and at a recent meeting the rec-

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The virus is fed to the rodents on bread, grain or other suitable bait. In the course of a few days this creates a contagious and mortal disease that is harmless to all other life. Furnished in two forms.

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commendation of the association's committee on grain and hay was adopted. Sec'y J. A. Hall was instructed to write to J. F. Courcier, sec'y of the 'Grain Dealers Nat'l Ass'n at Toledo, O., advising him of the action of the Norfolk body. The recommendation of the grain and hay committee is that the grain inspector at Norfolk, J. R. Bonds, shall be paid by the Board of Trade and Business Men's Ass'n for such work as he may perform, and the association will then collect from the shipper for whom service was rendered. This makes Mr. Bond the official inspector of the board. It was further recommended that members of the grain and hay committee shall visit the eltr. here occasionally and see that the work of inspection is properly performed. Further, it was recommended that a moisture testing machine should be bot for the use of the inspector. These recommendations were adopted. The charge for inspection of outward bound grain has been fixed at 30c per 1,000 bus.; for inspecting inbound grain at 50c per 1,000 bus., and the charge for inspecting a car of grain on the tracks at 50c. The published rates of the Norfolk & Western Ry. Co., owners of the eltr., are: for receiving and storing grain 40 days or less,  $\frac{3}{4}$ c per bu., and for five days additional storage,  $\frac{1}{4}$ c per bu. Thru the efforts of J. H. Cofer, representing the Norfolk body, who went to Liverpool last summer, the United Kingdom and Continental Grain Trade Associations, in obedience to the wishes of the Liverpool Corn Trade Ass'n, again were brot to recognize the grain inspection department of the Norfolk Board of Trade and Business Men's Ass'n.

### TENNESSEE.

Memphis, Tenn.—The grain handling plant of Jones & Rogers Grain Co. has just been completed by Kaucher, Hodges & Co.

Memphis, Tenn.—Feed mixing plants have recently been completed for John Wade & Sons and J. B. Edgar Grain Co. by Kaucher, Hodges & Co.

Vonore, Tenn.—A contract for the erection of a crib, eltr. and warehouse for the Vonore Flouring Mills has just been closed by that concern with R. L. Isbill. The eltr. will consist of 8 bins holding 1,500 bus. each, and the warehouse will be sufficient to store 12,000 bus. of grain in sacks. Work will begin at once.

Humboldt, Tenn.—The Humboldt branch of the Hardy Grn. Co., of Union City, was bot by Thomas Polk, mayor of Jackson, Tenn., and pres. of the Second National Bank of that city. The sale by the trustees in bankruptcy was held here Dec. 9 and included a mill and eltr. The price paid for the plant, which originally cost \$35,000, was \$10,000. The new owner states that it is his intention to start the mill as soon as the sale is confirmed by the court.

Nashville, Tenn.—To facilitate operations in grain futures, a Clearing House will be established by the Grain Exchange of this city. It will be modeled after the organization of the same name in Kansas City. Geo. G. Lee of Kansas City was asked to come here and organize the clearing house, but owing to pressure of business at this season he was unable to come, but sent in his stead W. L. Garrett, former mgr. of the Kansas City institution, and an accountant of recognized ability.

Memphis, Tenn.—A mammoth tank, containing over 10,000 gallons of water, and weighing 100,000 lbs., suddenly quit its perch on top of the Yates & Donelson mill building in this city Dec. 2 and crashed down thru the six stories of the structure, landing in the boiler room, carrying with it brick, grain and carloads of debris. It carried its load of water till the bottom was reached, when the liquid was dumped out, flooding the engine room, running over the building and out into the street. The damage is estimated by the owners at about \$25,000.

Union City, Tenn.—The mills and eltr. of the bankrupt Hardy Grain Co. were bot by William Waterfield of the Neil & Shofner Grain Co. of Nashville, the price paid being \$16,800. On Dec. 8 the trustees met and sold to the highest bidders all the property of the company, consisting of mills, eltrs., office building and fixtures. The mill and eltr. is one of the finest structures of its kind in western Tennessee, having been built 4 years ago at a cost of \$35,000. The office building and fixtures were bot by G. B. Driskill of this city. It is understood that the new company will begin operations at once.

Nashville, Tenn.—Reshipping and elevating privileges at this city have been extended from Jan. 1 to April 1, 1910, by an order issued by the Interstate Commerce Commission. Previously the Commission had issued an order prohibiting, after Jan. 1, the reshipping privilege, but for several weeks past the Commission has been receiving memorials and applications from various shipping interests in different parts of the country asking that the previous order be suspended so as to allow a general hearing on the subject. It has been asked further that a rule or order be formulated which will apply to all points enjoying the reshipping privilege and that Nashville be not discriminated against. The general hearing will take place in Washington.

### TEXAS.

Ft. Worth, Tex.—Ft. Worth Grain & Eltr. Co. contemplates rebuilding its eltr. with fireproof storage.—J. A. Mugg, mgr.

El Paso, Tex.—The Sunset Grn. & Eltr. Co. incorporated with capital of \$30,000; incorporators, J. H. Cheatham, James Harrison and Fritz Straughn.

Ft. Worth, Tex.—Christmas being near at hand Pres. H. B. Dorsey of the Texas Grain Dealers Ass'n spent the forepart of this week in Chicago in search of 167 ears of real corn. Each member of the ass'n will find corn in his sock this morning. Dorsey is a rampant bull, but is anxious to prevent dealers forgetting that corn is still an article of commerce.

Ft. Worth, Tex.—The northern inspection rules now permit a greater percentage of moisture allowances in corn, and after January 1, 16% of moisture will be allowed in No. 2 corn, 19% in No. 3 and 22% in No. 4. Watch out for damp and damaged corn. It is a well-known fact that corn with the above percentages of moisture will not keep in our climate. I advise that our members be careful in buying corn out of Chicago, and other northern markets. Do not buy unless it is guaranteed dry, and to arrive at destination in good condition.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

### UTAH.

Salt Lake City, Utah.—A 20-ton alfalfa mill is being erected here by the Alfalfa Mill Const. Co.

### WASHINGTON.

Pullman, Wash.—The Pullman Flouring Mills have been bot by L. W. Robinson of this city for \$21,000, including the stock of flour and wheat on hand. Mr. Robinson is a grain dealer of several years' experience, owning several grain warehouses in this state.

Pullman, Wash.—A convention of grain handlers will be held in this city Jan. 13 to 15, inclusive. State railroad commissioners and officials of three transcontinental railroads have been invited to address the convention, at which several hundred, it is expected, will be in attendance. Sec'y Geo. Severance of the convention states that an excellent program will be prepared, and it is expected that a great work will be accomplished in harmonizing interests and getting better returns to farmers and others interested in handling wheat.

Tacoma, Wash.—The grain, hay and feed warehouse and docks of J. B. Stevens & Co. were burned Dec. 1 with a loss of about \$85,000, fully covered by insurance. By hard work the grain and feed docks of P. J. Fransioli & Co., adjoining to the south, were saved, as was the uncompleted new warehouse of the Stevens Co. to the north. Work on the reconstruction of the Stevens plant on a scale as large, if not larger, than the one destroyed, will begin at once. The company does a large export business with Hawaii and the Philippines and also transacts a large trade with Alaskan points.

### WISCONSIN.

Stanley, Wis.—E. F. Burns & Co. will install a feed mill and 20-h.-p. electric motor.

Strum, Wis.—We intend to put in a feed grinding system and will buy a grinder.—T. M. Olson & Co.

Thorpe, Wis.—We have installed a 20-h. p. gasoline engine and feed mill. Eltr. has been reconstructed generally.—Barrett Bros.

Itasca, Wis.—W. E. Idler, of the Itasca Eltr. Co., is receiving the congratulations of his friends over his recent election to the office of alderman.

Morgan sta., Oconto Falls p. o., Wis.—The Farmers Union of this place wants an eltr. here, and at a recent meeting considered the question of acquiring one of the houses at Oconto and removing it to this station.

Hudson, Wis.—Farmers Eltr. Co. incorporated with capital of \$8,000, by A. G. Ruemmele, H. P. Young, C. E. Hunter, J. R. Haddon and W. M. Grant. The company, composed of 38 farmers, has bot the Eltr. of Geo. R. Hosford.

Beloit, Wis.—Car of corn which left Omaha Nov. 28 hasn't arrived and we don't know where it is. One farmer in this section used ground rock fertilizer and as a result raised 40 bus. per acre of wheat. Almost all grain in this section is used in local consumption.—J. A. Bartlett, of A. L. Bartlett Co.

Stevens Point, Wis.—There is talk of one or two new eltrs. being erected here in the spring, but what capacity cannot be stated at this time. Grain received is being milled as fast as obtained; run all that I receive into large bins in my building next to mill; cannot say it is an eltr.—just a building filled with bins; used for flour, feed, corn, oats, medleys, bran, etc.; I mill all my own stuff.—W. W. Mitchell.



Milwaukee, Wis.—An advance from 35c to 40c per car for the supervision of the weighing of grain and seeds has been made by the directors of the Chamber of Commerce. At the time the former fee was made freight cars were much smaller than they now are.

Beloit, Wis.—The first annual exhibit of the Beloit Corn Club, held in this city Dec. 13-18, was a very successful affair. In all there were 150 separate exhibits. Entries were restricted to corn raised in Wisconsin or within 10 miles of the Wisconsin state line in Illinois, Beloit being located on the boundary line between the two states. Each exhibit was of corn grown by the exhibitor or on land owned or controlled by him. Corn purchased or raised outside the limits specified was not eligible. R. A. Moore, professor of agronomy at the Wis. Exp. Sta., served as sole judge. Charles D. Rosa is pres. of the Corn Club and Chas. F. Lathers, sec'y-treas.

Superior, Wis.—Superior eltrs. this fall shipped out 39,184,000 bus. of grain, compared with 36,885,000 bus. last year, as reported by the Wisconsin Grn. & Warehouse Commission. This is a gain of 2,288,000 bus. for the year. More than half of the grain shipped from Superior was from the Great Northern system, where 20,100,000 bus. were loaded into steamers bound for the lower lake ports this year. This is a gain of 3,000,000 bus. over last year, when the Great Northern elevators shipped 17,100,000 bus. The increased shipments from the Great Northern system are attributed largely to the additional storage capacity given by the new concrete annex. In fact, it is said by one of the elevator officials that unless the annex had been available with its additional storage capacity the shipments this year would have been smaller than last year. There would have been no place to store much of the grain between the time it came in on the cars and was loaded into the boats. Besides the Great Northern system the shipments from the Itasca eltr., Eltr. K and the Cargill eltr. showed marked increases over last year's movement. Of the grain received here the Wisconsin inspectors placed grades on 9,358,869 bus., against 7,952,607 bus. last year. This is a gain of 1,406,262 bus. compared with last year.

The Willford Mfg. Co., Minneapolis, Minn., reports that it is very busy endeavoring to keep up with orders.

Some of our advertisers have used considerable after-dinner-speech-thought in the preparation of their advertisements for this Christmas issue.

Confidence is the basis of trade—and every thought that you think, every word that you speak, and every act you perform, either adds to the sum of the confidence which the public has in your institution or subtracts from it.—Sheldon.

The gravest fault of all follow-up plans is lack of promptness. If advertisers could only picture to themselves the state of mind of the inquirer there would be some radical changes made in methods. Mrs. Jones reads of a new kitchen utensil offered by mail which that very morning she felt the need of. She writes for information—and her interest right then is so strong and ripe that she needs but the slightest further persuasion to buy. But ten days go by before she gets a booklet and a weak and stilted form letter, and then her interest has faded.—Printers Ink.

## Supply Trade

O. J. Kays has opened up business in the line of elevator designing and construction at Oklahoma City, Okla.

The Fuller & Johnson Manufacturing Company, of Madison, Wis., has certified to an increase in its capital stock from \$500,000 to \$550,000.

The National Automatic Scale Co., Bloomington, Ill., reports a strong inquiry for its scales and the outlook for the coming season is very encouraging.

A. J. Clark, elevator builder, with headquarters at Minneapolis, reports that "The outlook for business in Canada seems to be more favorable than it does in the States."

William E. Sherer, for many years connected with the grain cleaning trade as representative of the S. Howes Co. in the Northwest, died at Minneapolis, Minn., Dec. 13, aged 60 years.

The insulation of pipes and boilers is the title of an attractive and instructive booklet showing the great waste of heat by bare steam pipes. It is issued by the H. W. Johns-Manville Co., New York.

The superior features of the Richardson Scale is the title of an attractive folder describing the special features of this machine. A copy will be sent free to all who inquire at either the New York or Chicago offices.

The International Harvester Co., of America, 21 Harvester Bldg., Chicago, has started an interesting magazine called the Harvester World; if any of our elevator operating readers are also agents for this company, they should send for a copy of this magazine.

The Sonander Automatic Scale made by the Winters-Coleman Scale Co. attracted considerable attention at the recent Corn Show in Omaha, where two scales were exhibited, one being kept continuously in operation. Messrs. Coleman and Varney were kept busy explaining the good points of the scale to the many callers.

The Richardson Scale Co. had a very attractive exhibit near the main entrance of the National Corn Exposition at Omaha last week, which was in charge of A. Barry and I. Speer. A 1,000-bu. scale was exhibited, demonstrating the company's new dirty grain chute and its new interlocking device and compensating finder. The machine was shown in operation weighing virgin grain containing corn cobs and other trash common to grain.

There isn't a national issue of greater interest to people who use power than the live subject of gasoline engines. What makes one engine better than another? What are the points to consider in buying an engine? A satisfactory answer to these two questions is worth a whole lot to those who can't afford to waste any money or time experimenting. A very interesting booklet recently came into our hands called "16 Reasons." It is sent out by the Temple Engine Mfg. Co. of Chicago, who states very plainly and to the point sixteen reasons why its "2 in 1" Master Workman gasoline engines are superior to other engines. These people have been in business over half a century and are recognized everywhere as authorities on all-power engines.

## Grain Testers Flax Scales

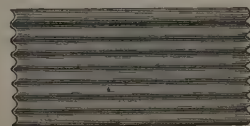
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CHICAGO, ILL.

## JOHNSON'S Grain Dryer and Renovator

Serviceable, Economical,  
Satisfactory. Write

E. G. Isch & Co., Mnfr., Peoria, Illinois

## Grain Scale Book No. 23.

An Indexed journal, keeps a record of 10,000 wagon loads. Each man's loads are entered on his page. It keeps a record of scale weights. From it both debits and credits are posted to ledger, crediting the customer with the amount received and charging it to the grain's account.

In using this book the dealer minimizes the chance of making errors by posting from original entries.

The book is ruled with column headings as follows: Date; L. P.; L. F.; Kind of Grain; Remarks; Gross; Tare; Net; Bushels; Pounds; Price; Amount.

The book contains 240 pages, size 10 1/4 x 15 1/4 inches. The best linen ledger paper is used. The regular ledger index in front will accommodate all names necessary. The book is bound in extra heavy cloth covers with leather back. Price, \$2.50.

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## BUYERS AND SELLERS

of grain elevators. You can make your wants known quickly by advertising in the "Elevators for Sale and Wanted" columns.

# Seeds

The Southland Seed Co., of Dallas, Tex., has been incorporated with capital stock of \$20,000; incorporators are Wm. D. Garlington, Cullen H. Tinker and Herbert H. Holloway.

Isaac Funk, who with his brother organized the Funk Bros. Seed Co., Bloomington, Ill., was struck by a Chicago & Alton train near that city and almost instantly killed. Mr. Funk was the most prominent farmer in McLean county and was deemed the best corn judge in Illinois.

Toledo received during the week ended Dec. 18, 1,490 bags of clover seed and shipped 602 bags, against 3,524 bags received and 5,937 shipped during the corresponding week of 1908. Receipts for the season to date have been 27,759 bags and the shipments 4,528, against 83,704 bags received and 40,575 shipped during the corresponding week of the previous season.

The Guaranteed Corn Producers has been organized at Plano, Ill., with 10 stockholders, capital \$15,000. The concern will be incorporated. The company's warehouse, office and testing station will be in Plano under the supervision of J. R. Steward, who has specialized in pure cross breed unrelated seed corn. Att'y Martin J. Isaac of Chicago is one of the incorporators.

The big seed corn house of W. T. Ainsworth & Son Seed Corn Co., Mason City, Ill., is now almost completed. The main building is 50x100, with two main floors, basement and attic. The ground floor and foundation are of solid concrete and are rat and frost proof. The main building is 40 ft. in height. Hopper bottoms and steam pipes add to the efficiency of the bins as dryers. The cribs, when all completed, are to have a capacity of over 30,000 bus. The house is electric lighted and steam heated. A 15-h. p. gasoline engine runs the entire plant. The office of the company is well equipped.

London, Eng.—New crop English red total failure, so yearling seed must take its place, while it lasts. With a general consumptive demand this will soon disappear. Russia has good crop, which Germany and Scandinavia may not entirely consume, leaving some for United Kingdom. France has surplus, but quality disappointing. Hungarian and Austrian seeds not yet finding their expected American outlet and may easily come down to more tempting prices. For the present European prices seem to entirely hang on the American situation. Chilians are firmly held in spite of accumulating stocks. Qualities very fine.—*Corn Circular*.

Hamburg, Germany.—Red clover threshing has begun earlier than usual and supplies, especially from Russia, came in rather freely, but are getting much smaller. We cannot imagine how later on, in January and February, the enormous European requirements shall be covered, South Russia being practically the only country having a large amount to spare for export. Our market for alfalfa seed continues very firm. The same applies to white clover, fine and superfine grades now being almost exhausted. Crimson clover has also been nearly disposed of.—R. Liefmann Sons' Successors.

London, Eng.—Quite a brisk trade has developed in spring sowing seeds. Yearling English red readily finds buyers. New Russian, French and Hungarian on offer at unchanged prices. Chilians rather easier. Alsike firm to rising in Canadian and American. Whites in brisk demand, stocks light, prices rising. Trefoil scarce and high in price. Grasses show fine samples and unchanged prices.—John Picard & Co.

Seed merchants in Detroit and other cities are awaiting with interest a decision soon to be given out by the customs board in New York in the seed importation case of D. M. Ferry & Co. The Detroit firm orders its foreign seeds two years ahead and has made the claim that they were entitled to bill the seeds for import at the contract price instead of the temporary market price. As prices often have been higher at time of delivery than when ordered the customs officials raised the valuations in many cases.

The storage of soy bean seed requires special care. The grain should be thoroly dry when put into storage or else placed where good ventilation is afforded; otherwise it is almost certain to heat and be ruined so far as germination is concerned. No matter what may be the condition of the seed at the time it is stored, it should be examined occasionally to detect any tendency to heat. Even when the seed has been stored carefully the germination is apt to fall off rapidly. In fact, it is as a rule unwise to plant seed more than one season old without first testing it for germination. Unlike cowpea seed that of soy beans is rarely attacked by weevils.—*Farmers' Bulletin No. 372, U. S. Dept. of Agri.*

The seed of *Poa Pratensis* is known locally by different names, such as Kentucky bluegrass and smooth stalk meadow grass. The seed of the *Poa Compressa*, which is from Canada, and other inferior *Poas* are often mistaken for the *Poa Pratensis* seed. The yield per acre of purified seed averages about 56 lbs. The seeds of *Poa Pratensis*, if scattered on the firm surface of congenial soil during the months of August or September and trodden in (rolling is not so effective) will send its roots in the course of a few years to a depth of ten feet and form a close sod, which will withstand drouth and cold weather better than some trees.—Chas. E. Prunty.

Seed buyers who desire to purchase their supplies from Germany and cannot make it convenient to visit and inspect the growing crops, may avail themselves of the services of the German Agricultural Society (head office at Berlin) as their purchasing agent. This well organized and powerful society is absolutely independent of government support. For the purpose of trade pertaining to agriculture it occupies the position of middleman between producer and consumer. Its seed division employs a staff of competent inspectors who visit the farms of producers from time to time during the growing and harvesting seasons. For a small percentage charge levied on the producer, the German Agricultural Society is prepared to place orders on behalf of buyers for seeds of any kinds and qualities that may be specified, and, if desired, to continue those orders from year to year with the same growers. The rules and regulations of the society in respect of its operations as purchasing agent for seeds are printed in pamphlet form (German) and may be had on application to the head office.—Geo. H. Clark, Seed Commissioner, Ottawa, Ont.

Chicago received during the week ended Dec. 18 341,100 lbs. timothy seed, 42,400 lbs. clover seed, 619,150 lbs. other grass seeds, and 13,000 bus. of flaxseed, compared with 1,189,489 lbs. timothy seed, 238,879 lbs. clover seed, 692,980 lbs. other grass seeds and 149,375 bus. flaxseed during the corresponding week of 1908. Shipments for the week ended Dec. 18 included 393,179 lbs. timothy seed, 117,392 lbs. clover seed, 329,449 lbs. other grass seeds and 2,606 bus. flaxseed, compared with 623,560 lbs. timothy seed, 150,432 lbs. clover seed, 542,694 lbs. other grass seeds and 295 bus. flaxseed during the corresponding week of 1908.

Bermuda grass has recently been successfully experimented with as a pasture and hay plant at the Oklahoma Exp. Sta. This grass is a native of tropical countries but the experiments in Oklahoma prove that it can be grown as far north in that state as the Kansas line. Even if possible to start Bermuda by sowing seed the recommendation is made that the crop be propagated entirely by planting root cuttings. Recent experiments appear to indicate that Hardy Bermuda grass, a type which has been developed by the experimental station, is a selection well adapted to Oklahoma conditions. Many farmers are planting this grass not only for the purpose of preventing soil erosion on roadsides and on very rolling fields, but they are also securing sets in order to provide the live stock of the farm with suitable pasture thruout the hot summer months. A few observations with white clover, which was sown on a Bermuda grass lawn, have led to the belief that these two plants can be used as a pasture mixture with profit. Some feeding tests have been made with Bermuda hay; it compares favorably with such standard types as timothy or Kentucky blue grass.

Seed treatment for the prevention of cereal smuts has included both laboratory and field studies. Among the fungicides tested on oats, wheat, and barley were copper sulfate, Bordeaux mixture, sulfuric acid, Ceres powder, formalin, hot water, hot air, and picric acid, the effect on the seed being determined by germination tests. Soaking the grain for 14 hours in copper sulfate solutions ranging from 0.5 to 2 per cent proved injurious to all seeds whether limed or not, altho the oats were much less injured than the other grains. Treating the seed with 2 per cent Bordeaux mixture, which was allowed to dry on the grain, was not injurious. Sulfuric acid proved unsuitable for the treatment of grain for smut prevention. Ceres powder proved somewhat injurious to all the grains. Strong solutions of formalin reduced germination, but when the seed was soaked for 4 hours in 0.1 per cent solutions or less all the grains gave high germinations. Soaking the seed for 5 minutes in water heated to about 53 degrees C. was only slightly injurious to wheat, but somewhat destructive to oats and barley. Treating seed grain with air heated to 75 degrees C. slightly reduced its germinative power, but the treated grains sprouted more quickly than the untreated, and this method seems worthy of extended use. Picric acid, and especially the form called refflorit, is useless as a disinfection material. In field practice treating the seed grain with copper sulfate, with or without liming, and the use of formalin are recommended as the most efficient means of controlling smut, write H. Burmester, in *Ztschr. Pflanzenkrankh.*, 18 (1908), No. 3.



## ELEVATOR OPERATORS.

**Oakwood, Ill.**—B. B. Minor; headquarters Indianapolis; eltr. of 25,000 capacity on Big 4; E. A. Fox in charge.

**Muncie, Ill.**—B. B. Minor; eltr. of 60,000 bus. capacity on Big 4; handles 185,000 bus. grain annually; E. A. Purnell in charge.

**Auburn, Ill.**—J. W. Bronaugh; eltr. capacity, 30,000 bus., on C. & A.; in business 29 yrs.; handles 175,000 bus. of grain annually.

**Nilwood, Ill.**—T. B. Huber; eltr. of 10,000 bus. capacity, on C. & A.; in business 10 yrs.; handles 100,000 bus. annually; also handles clover seed.

**Wyckles Sta., Decatur p. o., Ill.**—J. A. Roney; eltr. of 20,000 bus. capacity, on the Wabash; in business here 13 years; handles 100,000 bus. grain annually.

**Shipman, Ill.**—F. S. Schultz; eltr. on C. & A.; capacity, 15,000 bus. in business 6 yrs.; handles, 65,000 bus. grain annually; also operates eltr. at Medora, Ill.

**Bronson Sta., Oakwood p. o., Ill.**—C. B. Delong; eltr. of 18,000 bus. capacity, on Big 4; handles 100,000 bus. grain annually; also operates eltr. at Fithian; W. H. Fox in charge of eltr.

**Brighton, Ill.**—Geo. A. Brown & Son, whse., on C. & A. Ry.; capacity 5,000 bus.; in business 35 yrs., and handle 60,000 bus. of wheat annually; Geo. A. Brown and Russell S. Brown compose the firm.

**Plainview, Ill.**—Arthur Boyle; whse., capacity 7,000 bus., on C. & A.; in business 15 yrs.; handles 40,000 bus. wheat annually; very little corn and oats shipped here; farmers feed it; also deals in livestock.

**Auburn, Ill.**—Auburn Roller Milling Co.; eltr. of 60,000 bus. capacity, on C. & A.; in business 26 yrs.; handles 125,000 bus. of grain annually; firm is composed of B. Farbee, pres.; J. M. Stockdale, treas., and G. P. Harris, sec'y.

**Harristown, Ill.**—Beall Grn. Co.; headquarters Niantic; eltr. on Wabash; capacity 40,000 bus.; in business 4 years; handles annually 200,000 bus. grain; also handles coal; J. R. Davis agt. in charge; company succeeded Jacobsen & Beall.

**Broadwell, Ill.**—Spellman & Co.; eltr. of 20,000 bus. capacity, on C. & A.; handles 300,000 bus. grain annually; N. Cosby, agt. of eltr.—Lincoln Grain Co. eltr. on C. & A.; capacity 30,000 bus.; handles 200,000 bus. grain annually; I. Elsinminger, agt.

**Breckenridge, Ill.**—W. W. Berry; eltr. capacity 30,000 bus., on B. & O. S.-W.; in business 8 yrs.; handles 140,000 bus. grain annually.—Twist Bros.; eltr. capacity 50,000 bus., on B. & O. S.-W.; handles 150,000 bus. grain annually; C. W. Lawrence, agt.

**Elkhart, Ill.**—Samuel Mangas; eltr. on C. & A.; capacity 25,000 bus.; in business 5 yrs.; handles 250,000 bus. of grain annually.—Beggs & Lynd, coal and grain dealers; operate eltr. on C. & A.; capacity 20,000 bus.; handles 150,000 bus. annually; T. J. Henneberry, agt.

**Chatham, Ill.**—Chatham Eltr. Co.; capacity 30,000 bus., on C. & A.; Chas. Moore; vice-pres. B. F. Drennan, treas. and mgr. T. H. Maddox.—W. R. Vredenburg; eltr. and cribs; capacity 40,000 bus., on C. & A.; handles 100,000 bus. of grain annually; R. P. Smith in charge.

**Edinburg, Ill.**—Edinburg Farmers Grain Co., operate two eltrs. here on B. & O. S.-W.; total capacity 140,000 bus.; in business 5 yrs.; handles 350,000 bus. grain annually; G. R. Drennan, pres.; J. S. Brucke, vice-pres.; H. C. Richardson, sec'y, and O. H. Rink, mgr. and treas., compose firm.

**Fithian, Ill.**—C. B. Delong, grain and implements; eltr. of 40,000 bus. capacity, on Big 4; in business 24 years; handles 200,000 bus. grain annually.—Gale Bros. & Co.; eltr. capacity 10,000, on Big 4; handles 100,000 bus. grain annually; eltr. is leased from E. W. Holt; J. C. Freeman in charge.

**Buffalo, Ill.**—W. R. Vredenburg; headquarters Springfield; eltr. on Wabash; capacity 60,000; leases eltr. from E. R. Ulrich & Son; J. W. Baker in charge.—E. B. Conover; headquarters Virginia; eltr. of 20,000 bus. capacity on Wabash; in business since July, 1909; N. H. Mathews in charge.

**Girard, Ill.**—A. S. Harshbarger; eltr. of 10,000 bus. capacity, on C. & A.; in business 1½ yrs.; sold eltr. to Kline & Gibson, who will take possession Jan. 1, 1910.—P. S. Carter & Co.; eltr. and cribs; on C. & A.; capacity 15,000 bus.; in business since July, 1909; handle grain, seeds, feed and flour; P. S. Carter and E. T. Harrison, compose firm.

**Owaneco, Ill.**—W. H. Barrett & Bro.; eltr. on B. & O. S.-W.; capacity 35,000 bus.; firm composed of W. H. Barrett and C. P. Barrett; in business 20 years, and handles 100,000 bus. grain annually.—Geo. Ritscher; eltr. on B. & O. S.-W.; capacity 30,000 bus.; in business 14 yrs.; handles 100,000 bus. grain annually; also deals in lumber, coal and hay.

**Carlinville, Ill.**—C. R. Aden & Co.; eltr. of 20,000 bus. capacity, on C. & A.; in business 16 years; handles 150,000 bus. grain annually; also operate eltrs. at Enos and Comer (p. o. Carlinville).—H. I. Masters & Co.; eltr. on C. & A.; capacity 10,000 bus.; in business 6 years; handles 75,000 bus. grain annually; H. I. Masters, R. M. Fuller and Chas. Masters compose the firm.

**Virden, Ill.**—J. N. Haingrove; eltr. on C. & A.; capacity 10,000 bus.; in business 19 years; handles grain, feed, seeds and flour; also operates eltrs. at Waverly and Lowder.—Virden Grn. Co.; eltr. capacity 30,000 bus.; on C. & A.; in business 4 years; handles 150,000 bus. annually; H. Campbell, pres.; John Beasley, vice-pres.; V. Vaniman, sec'y and treas. and J. W. Bradway, mgr., compose the firm.

**Niantic, Ill.**—Delaney Bros.; eltr. of 40,000 bus. capacity, on Wabash; in business here 6 years; handles annually 250,000 bus. grain; firm composed of J. S. Delaney and Lawrence Delaney.—Niantic Farmers Eltr. Co.; G. W. Morrison, agt. in charge; eltr. of 40,000 bus. capacity, on Wabash; in business here 5 yrs.; handles annually 250,000 bus. grain; company's officers are: Pres., James Connahan; vice-pres., D. W. Moore; sec'y, W. J. Lawton.

**Taylorville, Ill.**—Wm. Loveless; eltr. and cribs of 20,000 bus. capacity, on B. & O. S.-W.; in business 7 yrs.; handles 100,000 bus. grain annually.—Twist Bros.; eltr. capacity 20,000 bus., on Wabash; in business here 19 yrs.; handles 75,000 bus. grain annually.—Price & Wilkinson; eltr. on B. & O. S.-W.; capacity 20,000; handles 80,000 bus. grain annually; R. Wilkinson is sole member of the firm; C. E. Evan is mgr.

**Lincoln, Ill.**—Spellman & Co.; operate eltr. on C. & A.; capacity 30,000 bus.; in business since Sept. 25, 1909; handles 200,000 bus. grain annually; also operate eltrs. at Broadwell, Lawndale, Burton View, Skelton (Beason p. o.), Chesterville (Lincoln p. o.), Bell (Hartsburg p. o.), and Johnston (No p. o.).—Lincoln Grain Co.; eltr. of 30,000 bus. capacity, on C. & A.; in business 2 yrs.; also operate eltr. at Broadwell & Lawndale; J. C. Diffenderfer, mgr. of the firm.

**St. Joseph, Ill.**—Swearinger & Walker; eltr. of 60,000 bus. capacity, on C. & E. I. Ry.; firm composed of M. G. Swearinger and I. N. Walker; in business 8 years; handles 200,000 bus. grain annually; I. N. Walker in charge; also operates eltr. at Pauline (no p. o.).—A. L. Current; eltr. of 35,000 bus. capacity, on Big 4; in business since March, 1909; succeeded J. M. Current & Son; handles 100,000 bus. grain annually.—St. Joseph Grn. Co.; rebuilding eltr. on Big 4; will have 40,000 bus. capacity; firm composed of J. W. Farrett, pres.; M. G. Wilson, sec'y; O. W. Maddock, treas., and C. A. Peabody, mgr.

**McLean, Ill.**—Darnall & Spence; operate eltr. of 100,000 bus. capacity, on C. & A.; firm composed of W. C. Darnall and M. M. Spence; former has been in grain business 23 years; handles about 500,000 bus. grain annually; also are track buyers; operate eltr. at Waynesville on Vandalla line; capacity 25,000; Chas. Beers in charge.—C. C. Aldrich & Son; eltr. of 80,000 bus. capacity; on C. & A.; firm composed of C. C. Aldrich and Frank Aldrich; W. N. Ewing in charge of grain business, company also dealing in mined coal; Frank Aldrich is cashier of McLean State Bank; C. C. Aldrich practically retired; firm has been in grain business 47 years; handles annually 500,000 bus. grain.

**Atlanta, Ill.**—W. H. Adams & Sons; eltr. on C. & A.; capacity 25,000; firm composed of W. H. Adams, I. N. Adams and O. R. Adams; have been in business here 5 years; handles 100,000 bus. grain annually; also operate eltr. at Mount Joy (p. o. Atlanta), on the Vandalla; capacity 20,000.—Applegate & King; two eltrs. here; one on Vandalla, other on the C. & A.; total capacity 40,000; also have crib capacity of 15,000 bus. ear corn; firm composed of A. E. Applegate and J. A. King; have been in business here 3 years; handles 200,000 bus. grain annually.—J. H. Hawes; operates 2 eltrs. here, located respectively on C. & A. and the Vandalla line; total capacity 60,000; has been in business here 25 years; handles 175,000 bus. grain annually.—Rogers Grn. Co. has eltr. on C. & A.; capacity 60,000; P. Steiner, agt. in charge; has been with company 4 years; handles 300,000 bus. grain annually.

# THE ELLIS DRIER CO. CHICAGO

The ELLIS COLD AIR DRIER has passed the experimental stage. A large number of these machines are now running night and day, WITH MORE THAN SATISFACTORY RESULTS.

No steam power necessary; electricity or gas engines will operate them successfully.

No extra insurance.

Moderate cost.

Quick delivery.

## Patents Granted

Grain Door. No. 942,994. Wm. H. Ascue, Kiowa, Kan.

Bag Holder. No. 941,578. Henry Ihme, Leonard, N. D.

Bag Holder. No. 942,231. Hjalmar Woodman, Joliet, Ill.

Corn Rack. No. 942,694. John S. Winton, Milford, Ia.

Corn Sheller. No. 941,798. Wm. J. Moore, East Pittsburg, Pa.

Dust Collector. No. 942,657. Orville M. Morse, Jackson, Mich.

Dust Collector. No. 943,439. Orville M. Morse, Jackson, Mich.

Automatic Scale. No. 941,735. Andrew H. Neureuther, Peru, Ill.

Alfalfa Cutter. No. 943,308. Jorgen Jorgensen, South Omaha, Neb.

Seed Grain Treating Apparatus. No. 941,821. Ephraim Sorenson, Emmett, Idaho.

Spout for Portable Elevators. No. 943,214. Geo. W. Baier and Christian D. Baier, Cissna Park, Ill.

Grain Door. No. 942,221. R. C. Russell, Arthur, Ont., assignor of  $\frac{1}{4}$  to Gomer T. Griffiths, Columbus, O.

Grain Door. No. 942,551. Winfield S. Driskell, Gretna, Neb., assignor of  $\frac{1}{4}$  to E. S. Clark and  $\frac{1}{4}$  to Hans Peters, Gretna.

Automatic Weighing Scale. No. 941,588. Michael E. Reisert, Hennefer-on-the-Sieg, Germany, assignor to Hennefer Maschinenfabrik C. Reuther & Reisert, M. B. H., Hennefer-on-the-Sieg.

Twenty-five lake vessels, valued at \$1,143,000, were lost on the Great Lakes during the season which closed Dec. 5. Of those who operated these boats 62 have perished. Last year's record was 16 vessels lost, valued at \$631,000, with a total tonnage of 26,250; total loss of life, 33.

## Cement Block Grain Bin.

Cement construction has so many advantages that it is employed very successfully in building tanks for the storage of grain where its fireproof quality and unquestioned durability are of consideration. Tile construction also has its advocates, the burned clay likewise possessing those good qualities as well as the added one of ready-made manufacture of the material.

The advantages of both cement and tile are claimed in the block invented by Thomas Dougherty and for which he has been granted letters patent. The engraving herewith shows the top, lower part and hopper bottom of a bin and two of the cement blocks. The blocks when built into a wall form a hollow ventilating space and are dovetailed together. Metal bands may be inserted in any row of blocks to support the weight. The engraving shows the foundation of concrete containing a chamber in which runs the endless belt conveyor to draw out the contents of the bin.

Every course of cement blocks overlaps the course below and it is claimed that driving rain can not work thru the joints. Bins of any size can be built by varying the curvature of the blocks and extending the bin to any height.

Iron rods bent circular to conform to the curvature of the tank may be used instead of bands and are placed in grooves near the outside of the blocks, but covered by the succeeding layer of blocks, protecting the iron from rust.

Several makes of good concrete block machines are now on the market to furnish these blocks in quantity. Cement sand, water and gravel or crushed stone may be had almost anywhere.

The Soo Canal closed for the season Dec. 16.

The Canadian Northern, it is announced, will build a line from Regina to Moose Jaw which will give the C. P. R. direct competition to the capital.

## Grain Carriers

Franklin K. Lane has been reappointed a member of the Interstate Commerce Commission.

The hearing of the Oklahoma rate case was postponed from Dec. 7 to Dec. 17 when it came up before the Federal Court in St. Louis.

A channel 200 feet wide and 18 feet deep from Tonawanda to Port Schlosser, so that lake vessels might dock within the city limits is sought by the Buffalo Board of Trade which has been working vigorously to put thru the project. An appropriation for a survey of the proposed channel already has been granted.

A ship canal connecting La Salle and Lewiston, N. Y., so as to give uninterrupted communication in American waters from Duluth to the head of navigation on the St. Lawrence, is contemplated in a bill introduced by Representative Knapp of New York calling for an appropriation by Congress of \$1,250,000 for a survey and purchase of right of way.

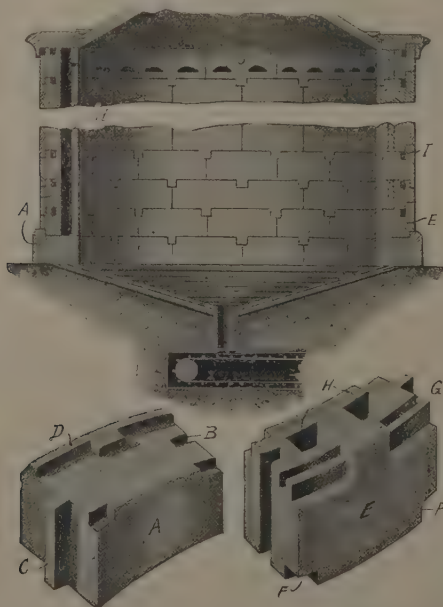
A new railroad branch is that of the C. & N-W. from Milwaukee to Elroy, Wis., a distance of 131 miles. The present line, via Madison, runs thru numerous tunnels. The new route will be over a more nearly level country. From the proceeds of the sale of common stock of the C. & N-W. it is reported \$31,000,000 will be used for completion of lines now in construction and for extension.

The Georgian Bay canal project is receiving strong support thruout the Dominion. Advocates of its immediate construction recently descended upon Ottawa fortified with new arguments for speedy action. Mass meetings have been held during the week in the interests of the canal project and in opposition to the rival Welland Canal plan which is advanced by the southern end of the province of Ontario.

Average daily travel of a freight car, as shown by figures gathered by the Car Efficiency Committee of the American Railway Ass'n, is only 22 miles. Excluding the idle cars from the total to obtain the movement, the average even then is only 25 miles a day. Statistics of the Interstate Commerce Commission show that the average speed of freight trains on the roads of this country is only 10 miles an hour.

False reports of weight on ten shipments of hay from Covington, Ky., to various points in the south led to the indictment, by the federal grand jury of the eastern district of Kentucky, of the Van Leunen Co., of Cincinnati. Thru misbilling, freight rates of from 22c to 27c per 100 lbs. were avoided, it was charged. The Interstate Commerce Commission, in announcing the indictment, took the stand that reduced rates gained by fraud were on a plane with reduced rates gained thru rebating and were no less of a misdemeanor.

The elevation allowance cases were called in the United States Circuit Court at St. Louis Dec. 6 and were set for hearing Jan. 24. There are two cases. One was filed by the boards of trade of Kansas City, St. Joseph and Atchison and the Grain Exchange of Omaha; the other by the Peavey Co., which operates in



Cross Section and Two Blocks of Cement Block Grain Bin.



Kansas City, Omaha and Council Bluffs. They sued to enjoin the Interstate Commerce Commission from enforcing an order issued on complaint of the Merchants Exchange of St. Louis. The Exchange complained that the Missouri River railroads made an allowance of  $\frac{3}{4}\%$  on grain in favor of the Missouri River towns, thus favoring them over St. Louis.

The tonnage tax levied against Canadian vessels entering Chicago and other American lake ports has been the subject of a general protest from Canadian shipping interests. Sir Wilfrid Laurier stated in commons Dec. 15 that the Canadian government had put into effect on Dec. 1 retaliatory shipping fees against American owned vessels. Representations will be made by the Dominion Marine Ass'n, both to Washington and Ottawa, to have the Great Lakes exempted from the provisions of the tax which was imposed by the latest tariff bill. Tonnage taxes had been virtually abolished but the Dominion government claims to have reinstated them to meet the situation created by the Payne tariff law.

The new rules of the railroads regarding the shipment of grain, effective Jan. 1, were considered by the grain merchants of Louisville at a meeting held in that city Dec. 8. The new rules are intended to prevent the shipment into Louisville of grain brot into that city by boat or team on waybills which had been given on grain shipped into Louisville under the "milling in transit" rule. It is claimed that in some instances grain has been shipped into Louisville under this rule and then sold. Grain which had been brot into the city by boat, or by wagons, was substituted for the shipment which had been sold and the waybills made out for the latter shipment used, which gave the shipper an advantage of a lower rate.

Relative to the uniform demurrage code the Interstate Commerce Commission recently gave out the following statement: The National Ass'n of Railway Commissioners has adopted the uniform demurrage code reported by its committee on car service and demurrage, and recommends that it be made generally applicable on both state and interstate traffic. The Interstate Commerce Commission, recognizing the benefits to be derived from uniformity in car service rules, is desirous of lending its influence to the movement. We therefore indorse the rules adopted by the National Ass'n and recommend that they be made effective on interstate transportation throught the country. This action is, of course, subject to the right and duty of the commission to inquire into the legality or reasonableness of any rule or rules which may be made the subject of complaint."

The investigation of transit privileges by the Interstate Commerce Commission will begin Jan. 14 at Washington and be continued at Chicago, St. Paul and other cities, with the view of promulgating a more comprehensive ruling than that issued by the Commission a few months ago with regard to the substitution of other grain at the transit point. On a shipment from the interior to a central market such as Chicago, enjoying the transit privilege, it has been considered legitimate to substitute a carload of yellow corn for one of white corn. Strict interpretation of the Commission's ruling of a few months ago would require that the identical grain received be forwarded

on the thru rate. In view of the fact that the Commission has this month reiterated its decision that paving brick, fire brick and building brick must be carried at the same rates, as there is no transportation reason for the difference in rates enforced by the railroads, it would seem that the Commission should permit the substitution of one kind of corn for another, or of one carload for another carload, the argument that there is no transportation reason for discriminating being as applicable to grain as to brick.

The Interstate Commerce Commission asks wider powers under which to prosecute its reforms. In its twenty-third annual report, submitted to Congress Dec. 21, the Commission calls attention to the urgent need of a physical valuation of the interstate railways of the country and asks that some method be provided by which railroads can be prevented from advancing their rates or changing their regulations and practices to the disadvantage of the shipper pending an investigation into the proposed change; that the commission be given authority, after investigation, to prescribe conditions under which traffic may be routed by the shipper and that some method of fixing control over railway capitalization be devised. During the year just closing 591 cases instituted by formal complaint and answer were decided and 197 such cases were otherwise disposed of; 1,097 formal proceedings were, instituted. The number of informal complaints received in 1909 was 4,435, against 4,640 in 1908. Six hundred and one hearings and investigations respecting alleged violations of the act were held during the year; 35 indictments for criminal violations of the acts to regulate commerce were returned; 42 prosecutions were concluded; 29 penalties assessed upon pleas of guilty, and \$304,233.84 collected in fines.

Cargo movements thru St. Lawrence River canals, during the fiscal year ending March 31, 1909, a report of which has just been published, include 111 cargoes of wheat and corn, aggregating 343,733 tons. These were taken direct to Montreal thru the Welland and St. Lawrence canals, as against 116 cargoes and 168,796 tons in 1907-8. In 1900 there were only 15 cargoes, aggregating 7,924 tons. The report contains the following interesting facts comparing canal and railroad transportation of grain from the West: Grain and peas passed down to Montreal thru the Welland and St. Lawrence canals to the extent of 756,141 tons, an increase of 120,568 tons compared with the previous year; the quantity carried to Montreal via the Canadian Pacific and Grand Trunk railways amounted to 285,262 tons, a decrease of 98,473 tons. The quantity of grain carried to tide water via the New York State canals was 183,927 tons, a decrease of 55,917 tons, while the quantity carried by the railroads of the state amounted to 7,900,862 tons, a decrease of 878,693 tons. By means of the enlarged Canadian canals system and the intermediate waterways, a minimum depth of fourteen feet of water from Lake Superior to the head of ocean navigation at Montreal is afforded. The smallest lock in this entire system is 270 feet in length and 45 feet in width, accommodating vessels 255 feet long and 44 feet beam. The thru route from Port Arthur on the west shore of Lake Superior to Montreal comprises 73 miles of canal, with 48 locks, overcoming a difference of 600 feet in level, and 1,167 miles of lake and river, a total of 1,230 miles.

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A Scoop Shovel which holds 2½ bus. of grain, on wheels. It saves time and makes money. You can unload a car ten times as quickly with this scoop as by hand and ½ dozen cars unloaded will pay for it.

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Rubber Protector \$2.00  
Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Manufactured exclusively by  
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## Supreme Court Decisions

**Transfer of Warehouse Receipts.**—Mere delivery of a warehouse receipt, without indorsement, transfers title to the goods where such is the intention of the parties. —National Union Bank of Reading v. Shearer. Supreme Court of Pennsylvania. 74 Atl. 351.

**Right of Buyer to Rebate.**—Where persons buy goods through brokers, paying them a specified brokerage, any rebate to the broker received from the other party should inure to the buyers. —Plotner & Stoddard v. Markham Warehouse & Elevator Co. Court of Civil Appeals of Texas. 122 S. W. 443.

**Title to Proceeds of Draft.**—A bank receiving from the drawer a draft for collection is not the owner of the proceeds of its collection, but the proceeds belong to the drawer, and they are subject to garnishment. —Hobart National Bank and E. H. Linzee Grain Co. v. J. S. Fordtran. Court of Civil Appeals of Texas. 122 S. W. 413.

**Liability of Terminal Carrier.**—A terminal carrier is not responsible for any defect in the car in which the goods were shipped under a contract for thru carriage, where it did not furnish the car and was not the owner of it. —Blount v. Pennsylvania R. Co. Supreme Court of New York. 119 N. Y. Supp. 65.

**B/L and Shipper's Insurance.**—A shipper, electing to accept a reduced rate by filling out the shipping order and accepting the B/L, is bound by the terms of the order making it a part of the B/L, and giving the carrier the benefit of insurance on the freight. —Burke v. Erie R. Co. Supreme Court of New York. 119 N. Y. Supp. 309.

**Void Limitation of Telegraph Co.'s Liability.**—A stipulation in a contract for the transmission of a telegram that the company will not be responsible for mistakes or delays in the transmission thereof unless the same is repeated at one-half the regular rate is contrary to public policy. —Williamson v. Postal Telegraph Co. Supreme Court of North Carolina. 65 S. E. 974.

**Notice of Claim to Initial Carrier.**—Under Act May 13, 1903 (24 St. at Large, p. 1), making each carrier of goods recognizing and acting under a contract of through shipment the agent of the other connecting carriers, notice of claim for loss of goods, served on the agent of the terminal carrier, was notice to the initial carrier, issuing its thru B/L. —Smith & Co. v. Southern Ry. Co. Supreme Court of South Carolina. 65 S. E. 1029.

**Liability of Initial Carrier.**—A carrier issuing a thru B/L, by which it agrees to transport freight from the initial point to destination part of the distance by a ship and the balance by rail, becomes thereby a carrier for the entire route, and is liable for the negligence of any carrier transporting the property under an arrangement with it. —A. C. L. Haase & Sons Fish Co. v. Merchants' Despatch Transp. Co. St. Louis Court of Appeals. 122 S. W. 362.

**Telegraf Delivery Limits.**—Ordinarily what is a reasonable distance beyond free-delivery limits, within which a telegraf company on payment of an additional charge must deliver messages, is a question for the jury, though the distance may be so long or short that the court can say as a matter of law what is reasonable or unreasonable, and it cannot be reasonably contended that three miles will be an unreasonable distance to require a company to send messages beyond its free-delivery limit, on payment of special charges therefor. —Glenn v. Western Union Telegraph Co. Supreme Court of South Carolina. 65 S. E. 1024.

**Individual Liability in Co-operative Co.**—Where a number of individuals associated themselves to conduct a co-operative store, it was immaterial to their liability to creditors as partners that, because of the large number of persons interested, by-laws were adopted which were not strictly complied with. —Ashley v. Dowling. Supreme Judicial Court of Massachusetts. 89 N. E. 434.

**Stoppage in Transit.**—The unloading and placing of the goods in the carrier's warehouse does not necessarily prevent the exercise of the right of stoppage in transitu, so that the seller could exercise such right the day after the goods had arrived at destination, but while they were still in the carrier's possession. —Letts-Spencer Grocer Co. v. Missouri Pac. Ry. Co. Kansas City Court of Appeals. 122 S. W. 10.

**Contract for Sale of Engine.**—Where the buyer of an engine from a manufacturer notified the seller before the engine had been seen, tendered, or delivered that he would not accept it, and for this reason there was no delivery and the title at all times remained in the seller, he could not maintain an action for the price. —Fairbanks, Morse & Co. v. S. W. Heltsley & Co. Court of Appeals of Kentucky. 122 S. W. 198.

**Stoppage in Transitu.**—The "right of stoppage in transitu" exists where the goods have not been paid for and the buyer is insolvent, but the right presupposes the vesting of title, but may be exercised before the expiration of the term of credit or the maturity of the buyer's note, at any time before the goods come to the possession of the buyer. —F. H. Smith Co. v. Louisville & N. R. Co. St. Louis Court of Appeals. 122 S. W. 342.

**Actual Damages Recoverable Against Carrier.**—The Hepburn act (Act June 29, 1906, c. 3591, § 7, 34 Stat. 595 [U. S. Comp. St. Supp. 1907, p. 909]), relating to the liability of common carriers of property in interstate commerce for loss or damage to such property, but which contains the proviso "that nothing in this section shall deprive any holder of such receipt or B/L of any remedy or right of action which he has under existing law," leaves a shipper free to resort to the laws of a state applicable to his contract. —Latta v. Chicago, St. P. M. & O. Ry. Co. U. S. Circuit Court of Appeals. 172 Fed. 850.

**Rights Acquired by Assignee of B/L.**—Where one had in his possession the indorsed B/L stamped thereon with the words "not negotiable" and a written order from the consignee to deliver the goods to him, and delivery thereof was refused solely because of his refusal to pay the freight in cash, the failure to obtain possession of the goods and defeat the right of stoppage in transitu was due wholly to his breach of contract of carriage, and he could not invoke the aid of equity to cancel the note given by him for the goods. —Gass v. Astoria Veneer Mills. Supreme Court of New York. 118 N. Y. Supp. 982.

**Contractor's Bond.**—A building contract required the contractor to give bond, premium to be paid by the owner. The owner applied for a bond, and agreed to pay the premium. The agent of the bond company made out an application, and sent it to the contractor, who returned it because it provided that he should pay the premium. A second application was sent to the contractor, with a statement that the owner would pay the expense thereof. The contractor signed the application, and returned it to the agent, who took it to the owner, and he filled out answers to questions. The bonding company required the owner to sign an agreement that it would pay the premium before the bond was issued, and this the owner refused to do. Negotiations were then entered into by the owner with another agent. Held, that the failure to furnish a bond was not by the fault of the contractor, and a forfeiture of the contract could not be based thereon. —Schilling Bros. & Co. v. Bosch-Ryan Grain Co. Supreme Court of Iowa. 122 N. W. 961.

**Release of Carrier.**—A shipping contract stipulating that in consideration of a reduced rate the shipper releases the carrier for breach of any contract to furnish cars at any particular time releases a claim of the shipper for damages for failure to furnish cars at a time agreed on, which damages had accrued at the time of the signing of the contract. —Freeman v. St. Louis & S. F. R. Co. Springfield Court of Appeals. Missouri. 122 S. W. 1.

**Notice to Telegraf Co. of Importance of Message.**—It was not necessary to show that the telegraf company had exact knowledge of the reason or extent of such damage, and, to create a liability against it for damages directly and proximately resulting from the negligent acts of its agents in failing to transmit the message in the form in which it was delivered, it is sufficient to show that a rise of the market price of the goods resulted in loss to the sender because of a mistake in the transmission as to the quantity of the goods sold, and this is especially true where the company was informed that the telegram was important, and that the sender believed that there was a mistake. —Williamson v. Postal Telegraph Co. Supreme Court of North Carolina. 65 S. E. 974.

**Mistake By Telegraf Co.**—Plaintiff having been offered two cars of hay delivered at T., at \$15 a ton, while the offer was still open wired his acceptance by an open message in which plaintiff's name was transmitted as "G. H. Arnold." Instead of "J. H. Askew." By reason of this mistake, the seller failed to ship the hay and on plaintiff learning of its non-arrival more than a month thereafter when the price had materially advanced, he purchased other hay in the open market at the advanced price. Held that the measure of plaintiff's damages against the telegraf company for the error was the difference between the price of the hay purchased, and the value thereof at the time it should have been delivered. —Western Union Telegraph Co. v. Askew. Supreme Court of Arkansas. 122 S. W. 107.

**Damages for Discrimination.**—In an action by a coal mining company against a railroad company under Interstate Commerce Act Feb. 4, 1887, c. 104, § 8, 24 Stat. 382 (U. S. Comp. St. 1901, p. 3159), to recover damages because of discrimination in rates made in favor of other shippers between the same terminals, the measure of damages recoverable is the difference between the amount paid by plaintiff and the amount it would have paid at the lowest rate charged on any other shipments carried under substantially the same circumstances and conditions during the same time, and not the difference between the rates paid by it and the average rate paid by any other shipper. —Pennsylvania R. Co. v. International Coal Mining Co. U. S. Circuit Court of Appeals. 173 Fed. 1.

The purchase of the Western Union by the Bell interests, a billion dollar merger, has been made a subject of legislative inquiry in New York state. Theo. N. Vail, pres. of the American Telephone & Telegraph Co., the purchaser, and Robt. C. Clowry, pres. of the Western Union Telegraph Co., appeared before the legislative committee a few days ago and testified regarding the big transaction whereby the Bell people obtained control of the Western Union by the purchase of Gould stock.

Exports of hay from Boston and New York of Canadian growth so far this season are the largest they have been in the last 5 years. Over 200,000 bales have been exported from the two ports to the first week in December. It looks as tho Canada was to supply several thousand bales of hay for export this season, besides an immense amount for local consumption. Boston dealers now report they are buying quite extensively in Canada for domestic consumption. —S. Bash., Ft. Wayne, Ind.



## Feedstuffs

A cargo of 300 tons of wheat screenings was received Dec. 6 by the American Milling Co., Superior Wis., from Fort William. Duty of \$511.51 was paid on the shipment. The screenings were from the Canadian Northern elevators.

The Globe Elevator Co., of Buffalo, is charged by U. S. Attorney J. L. O'Brien with having sold flour middlings which contained 10 per cent of ground corn-cobs. The case will be heard at the Elmira term of federal court in February.

Maryland's pure food bill, which has been modeled largely after the United States law, has been brot to completion by the commission empowered by Governor Crothers to draw it up. Violators of the law will be subject to a maximum fine of \$500 or maximum imprisonment of one year or both fine and imprisonment.

Alfalfa cakes and bread were sampled by members of the Shawnee County Alfalfa Club at a demonstration given before that organization in Topeka, Kan., a few days ago. The admixture of nuts, raisins and other kinds of flour, according to one report, relieved the decided hay flavor of the alfalfa products, but the bread, having a dark green color, was at some disadvantage when compared with wheat, rye or graham. Miss Ingham has been persistent in her experimentation and was rewarded by the praise of a number who pronounced the alfalfa bread and cakes very palatable.

An alfalfa drier that promises to be of considerable value to alfalfa growers and stock feeders has been invented by Robert S. Rowland of Oklahoma City. The new process consists of a drier, 25 feet long by 8 feet in diameter, which revolves about 15 times per minute. The new process has been thoroly tested in Oklahoma City for 2 months and found perfect. The meal comes from the drier five degrees below atmospheric moisture, and experts declare it will never heat or spoil in the sack. It is known as "pea green," and every ton samples prime. Every leaf and fiber that grows on the stalk is saved. The percentage of protein is, of course, very much higher, because none of the leaves are lost.

The irresistible economic pressure of population will sooner or later compel us either to use corn as human food or to utilize the land now devoted to corn culture for other crops which shall yield more available nutriment, while the stockman will be forced to utilize by-product feeds to the utmost, not simply as a means of continuing meat as a prominent ingredient of our diet nor of providing animal foods as luxuries for the tables of the wealthy, but primarily as a means of conserving energy for human use. The feeder of the future will utilize by-product feeds to an extent as yet unrealized. He will pass in review the crude products of the farm, and all the hundred and one wastes of manufacturing operations to see if perchance they still contain energy which he can extract. Like the miner, he will be ready to work low-grade ore provided there is a sufficient margin of profit. Even the small amounts of available energy contained in such feeds as oat hulls, corn cobs and the like will be utilized and their

waste energy saved as rapidly and as far as economic conditions render profitable, and to aid in rendering this possible is to render service to mankind.—From a paper read by Dr. Henry Armsby, before the American Society of Animal Nutrition, of which he is pres., at its recent Chicago convention.

Three hundred and sixty-six sacks of stock feed which, it is alleged were misbranded came under the observation of U. S. District Attorney Tillman in Nashville, Tenn., who on Dec. 2 filed a libel in the United States court against them. The feed was shipped from Decatur, Ala., to the Hill Grocery Co., of Nashville, by the J. Lindsay Wells Co., of Memphis. In addition to this action Attorney Tillman asked permission to file criminal information against certain mill concerns of Nashville charging violations of the pure food law by adulterations and misbrandings. The permission being granted, he filed documents against the Liberty Mills, the McLemore Grn. Co. and the Capital Grn. & Mill Co. These cases will be heard in April. The charge against the Liberty Mills is that they shipped as pure bran a consignment alleged to have contained wheat screenings. The McLemore Grn. Co. is alleged to have shipped No. 2 oats of inferior quality. Misbranded feed for chickens is the charge against the Capital Grn. & Mill Co.

Russian crop report as revised by the central statistical committee of the government: Spring wheat, 575,200,000 bus.; barley, 453,600,000; oats, 1,207,000,000; corn, 98,000,000. Compared with final estimate, 1908: Spring wheat, 420,000,000; barley, 360,000,000; oats, 990,000,000; corn, 57,700,000.

## ASK US FOR FREE SAMPLES

To reach every elevator operator by personal calls is an expensive, slow method of introducing any product.

Hence, as we believe you are competent to judge the merits of a grain feed, and because our products have stood many practical tests, we want every feed dealer to send for a sample of our product and see for themselves. Just ask for

## SCHUMACHER'S FEED—For Horses, Cattle and Hogs

Agricultural Experiment Stations have demonstrated by actual tests that a finely ground feed has from 15 to 25 per cent greater digestibility than whole grain.

This feed is easily sold because it is a handsome, smooth, heavy, splendid looking feed, equal to the best oats obtainable—kiln dried and absolutely safe for feeding purposes.

With this feed in stock you can buy the farmer's grain and in turn sell him our Schumacher's Feed for less money and he will get more satisfactory feeding results.

We also make and sell Mixed Grains for Poultry Feeding.

Send for free samples and ask for prices.

**The Quaker Oats Company** FEED DEPT. **Chicago, Ill.**



## Cleanliness in Operating Gasoline Engines.

Who has not gone into engine rooms where everything was so tidy and trim that it made one feel he could sit down and eat with a relish any palatable thing right off the engine itself. Then, on the other hand, have we not seen engine rooms that were so besmirched with litter and filth that the gustatory sensations were rebelliously disturbed? Therefore, a thrill or a chill may be roused by the sympathetic sense of taste with that of sight upon beholding the appearance of an engine. The operator is generally responsible for its appearance, and its ability to serve is usually in direct relations to its appearance. If the bright parts are shining and the entire engine is clean as well as the engine room, you are warranted in 98 per cent of such cases in bespeaking a successful running engine; on the other hand, if the parts that should be bright are rusty and the engine in general dirty as are the surroundings, one can foretell a troublesome engine in about 98 per cent of such cases.

Cleanliness, therefore, is one of the first requisites to the successful running of an engine not only because it keeps the wearing parts clean and free from grit, but because in cleaning every part of the engine regularly the operator becomes familiar with the appearance, function and adjustment of every part, which enables him to find and correct the least irregularity promptly. Otherwise, it might be overlooked and neglected until serious damage would result either in wear or breakage of the part itself as well as in other relative parts. The old saying that "cleanliness is next to godliness" should

be the slogan of every gasoline engine operator.

Swearing and damning the gas engine has no part in the real-for-sure care of it. It is degrading, immoral and increases anger until it is liable to terminate in some rash act that may become either painful or expensive or both. Patience, meekness, gentleness and a well-balanced mind will carry almost any operator to success.

## The Fourteen-Foot Fallacy.

"The advocates of a fourteen-foot channel from Chicago to the Gulf must remember that when this channel is completed it will not be used for freight to Europe." This is the warning uttered by a correspondent of the *Outlook* in a recent communication to that periodical.

"It will, of course," the writer admits, "be useful for local business and for business to the other Americas via the Panama Canal, but it will not be used to European points, because there is already a fourteen-foot channel from Chicago to Montreal, which makes a shorter and better route to Europe than any route from Chicago via New Orleans. This route is via the lakes and the Canadian canals. The distance from Chicago to Montreal is nearly 300 miles shorter than to New Orleans, and the distance from Chicago to Liverpool via Montreal is nearly 2,000 miles shorter than via New Orleans.

"Of course the lake portion of the present route is superior to any canal that can be made, so that it would seem that the present route would be preferred to points where the distances are approximately equal.

"In point of fact, the present route is

not used for ocean-going vessels, because it is found that to operate an ocean vessel economically it must have a draft of more than fourteen feet. There is one case on record of a vessel loaded with steel from Cleveland to England. She could not be fully loaded, as her draft had to be kept down to fourteen feet, and when she reached Montreal the load was filled out.

"The fact that the proposed Lake-to-Gulf fourteen-foot channel will not be used for European freights should be taken into consideration in estimating its value to the Nation."

## Exports of Breadstuffs.

Our exports of breadstuffs for the eleven months prior to Dec. 1 included 4,086,542 bus. barley, 28,944,999 bus. corn, 1,136,447 bus. oats, 366,617 bus. rye, 43,183,948 bus. wheat and 8,440,705 bbls. wheat flour; compared with 5,495,957 bus. barley, 30,636,183 bus. corn, 1,046,549 bus. oats, 2,694,142 bus. rye and 11,731,929 bbls. wheat flour during the corresponding period of 1908. The total value of all breadstuffs exported during the eleven months prior to Dec. 1, 1909, was \$114,738,254, against \$169,912,702 during the corresponding period of 1908, as reported by O. P. Austin, Chief of the Bureau of Statistics.

The National Starch Co., a subsidiary of the Corn Products Refining Co., that defaulted recently on its debenture fives and first gold sixes, has been provided with a plan for the readjustment of its finances which has been drawn up and approved by a majority of the bondholders.

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